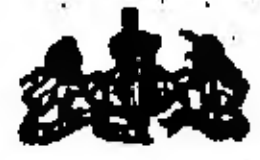


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The Daily Press.

HONGKONG, SEPTEMBER 23RD, 1910.

The question of Asiatic immigration into the British self-governing colonies is one of perennial interest. No opportunity to voice public opinion on the subject is ever neglected. Sir WILFRED LAURENCE, the Canadian Premier, while on his recent tour through British Columbia, was asked by a deputation of the Trades and Labour Council at Victoria to maintain an effectual check on the immigration of all Asiatic races. Existing agreements and regulations, it was pleaded, must be amended and re-adjusted from time to time as circumstances change. The Labour Council was of opinion that the existing regulation regarding the immigration of British Indians, based as it was on an agreement with the Imperial Government, "affords a reasonable and sufficient protection against any undue numbers of these tribes flocking into Canada," but the deputation insisted that the regulation must be adjusted to meet any greater influx of Indians which may threaten. The Labour organisations were equally satisfied with the measures in force regarding the immigration of Japanese. In the memorial presented to the Canadian Premier it was stated

that "it is felt and candidly admitted that the regulation now in force and governing same under an agreement between the Imperial Government of Japan and the Dominion Government is a sufficient check on arrivals from that source; and that the said regulation, provided always that same is rigidly applied and faithfully adhered to by the respective Government parties thereto, is a satisfactory settlement of a grave and serious question."

But when the memorialists approached the subject of Chinese immigration they insisted that present measures for restricting it are a failure, and urged the total exclusion of all Chinese, or, alternatively, an increase of five hundred dollars in the head tax. Originally the Chinese head tax in British Columbia was one hundred dollars. Several years ago, "in response to the unanimous demand of the workers of this Province," the Government of the Dominion increased the tax to five hundred dollars. Now it is pleaded that the depreciation in the value of gold (which is expressed in the increase in the price of the necessities and commodities of life) has reduced the potency of the five hundred dollar head tax on Chinese as a bar against their immigration, proof of which, they say, can be found in the increasing number of arrivals from China who are readily paying the once prohibitive tax of five hundred dollars. No statistics are quoted in the memorial showing the increase in the number of Chinese immigrants, but we may accept the statement that the volume of immigration is greater without endorsing the explanation of it which is offered in the memorial. If the value of gold has depreciated, so also has the value of silver, and any one who knows China will not need to be told that a head tax of five hundred gold dollars represents a much greater obstacle to the intending Chinese immigrant into Canada to-day than it did when the Canadian Government first imposed the tax. The volume of Chinese immigration into Canada is growing simply because the Chinese at home are becoming better acquainted with the growing possibilities for the men who are able to get past the barrier. From the emigrants already in the country there comes back to China a constant stream of letters, and the plain unvarnished tale they tell of the wages paid and the conditions under which the men work are alluring enough to account for the steady increase in the immigration despite the barrier of the five hundred dollars head tax. Sir WILFRED LAURENCE does not appear to have given any encouragement to the proposal that this tax should be increased to one thousand dollars. He intimated that the Government was forced to bear in mind the diplomatic phase of the country's relations with the Orient and the general welfare of Canada, as well as the peculiar labour requirements of British Columbia. He has promised, however, that the Government will keep Oriental immigration in check. Opinion differs only as to the method. The rule of the Government has been that outside labour shall not be allowed into the province to degrade the standard of labour, and the rule does not permit any immigration but agricultural. It is admitted that there is a great demand for labour in the Eastern province, but the labour organisations insist that the supply must be "white."

In this they certainly have the sympathy of the Dominion Government, and if Asiatic immigration begins to show a stronger tendency to increase, the Government, it is evident, will not need much persuasion to heighten the barrier in order to preserve British Columbia as "a white man's country."

American bluejackets were ashore in large numbers yesterday.

The Austro-Hungarian third class cruiser *Panther* arrived here yesterday from Swatow. We are officially informed that quarantine against Manila has been withdrawn in Hongkong.

It is announced that Mr. C. E. Anton has been admitted a member of the firm of Messrs. Jardine, Matheson & Co., Ltd.

The fifth meeting of the Hongkong Gymkhana Club has been fixed for Saturday, October 15th.

The debris has been cleared from the scene of the collapse at Morrison Street without, discovering other bodies. The total stands therefore at 12.

Dr. Lim Boon Keng, a prominent Singapore Chinaman, has left with his family for Peking at the request of the Chinese Government and reports there to Prince Su.

There has just been stolen from the new Sailors' Institute on the Praya East a silver flower stand bearing the inscription, "Presented to Mrs. Molson," a pair of binoculars, and a watch, the total value of the articles being \$95.

It has been reported to the police that Allan Hamilton, who was employed on the literary staff of a local newspaper, has been missing since September 5th.

It is reported that the Prince Regent has the intention to abolish the position of Chief Comptroller of Customs and to have this service amalgamated with the Board of Finance. His Highness has laid this question before the statesmen for consideration.

The Korean who some time ago attempted to take his life while resident in the Astor House Hotel yesterday made his appearance before Mr. E. R. Hallifax, to whom it was reported that the Korean had received the cheque for which he had been waiting. He was accordingly discharged.

An interesting point has been raised in the prosecution of thirty-eight men for being found in an illegal opium den. The point concerns the question of payment, and the case has been deferred to allow of consideration being given to the question whether opium dens being left behind by the smokers constituted a fee.

H. E. Tang Kuan-ho, Secretary of the Board of Finance, has forwarded to the Censorate, for transmission to the Throne, a memorial in which he recommends that the well-known reformers, Kang Yu-wei and Liang Chih-chao be called to Peking and appointed to office, and protesting against the employment of Imperial clansmen in the Government service.

The steamer *Chioing* had a mishap on the river at Bangkok recently. She had been up at Samsen loading rice, and about four or five o'clock was going downstream when there was an accident to the steering gear. The vessel yawed and she ran into a floating house and pontoon, both of which were badly damaged. The owners of the house claim over Ten 1,000 for their loss.

It is rumoured in official circles in Peking that amongst the forthcoming changes Viceroy Chang of Nanking will be appointed to the Grand Council, Viceroy Jui Cheng of the Hu, Kwang will be transferred to Nanking, Governor Chen, Te-shun of Kiangsu will be appointed to the post at Wuchang; Lu Chung-chih will be made Governor of Hunan; and Yang Wen-ting will be appointed to the Kiangsu Governorship. These matters have not yet been settled, however.

CRICKET CLUB CONCERT.

The promenade concert arranged by the Hongkong Cricket Club, which took place last night, lost nothing in patronage by its postponement. The attendance was large, and all the conditions necessary to success were forthcoming. Not only was the programme one of considerable merit, but the evening air was cool and pleasant, and the scene was rendered more attractive by the bright beams of the moon which gave an added beauty to the surroundings of the Cricket Ground.

The ever popular "Cavalleria Rusticana" had the place of honour on the programme, and when the echoes of the well merited applause bestowed on the Band of the Buffs had died away, Mr. P. W. Golding took the platform. His clear tenor voice was used very effectively, and it was no idle compliment which demand of his recall. The violinist "Adoration" by Mrs. R. C. Edwards was greatly appreciated, and she also had to respond to an encore. Mrs. Frank Maitland's charming contribution "Cupid at the Ferry" was to the general liking, and the audience insisted on hearing her fine soprano voice a second time. Private Collier of the Buffs met with success in his humorous songs, and the first part of the programme terminated with "The Gondoliers," a popular selection by the Band.

"The Dollar Princess," still a favourite selection, introduced the second part of the programme. Then Mrs. A. G. Gordon delighted her hearers with an expressive rendering of "Kathleen Mavourneen" and had to comply with the inevitable encore. "Behold 'tis night" was admirably interpreted by Mr. G. P. Lammert, and Mr. R. Sutherland kept his audience laughing with his humorous song "English as she is spoken," while Com. Burgess gave a remarkably clever sword display. "Anst" by the Band concluded the programme. The accompaniments were played by Miss D. Page, Mr. E. J. Chapman and Mr. G. Grimbly.

GOVERNMENT HOUSE.

We are requested by Sir Henry May to state that His Excellency regrets that the Garden Party which was to have taken place at Mountain Lodge on the 30th instant has been unavoidably postponed. Lady May will be "at home" as usual on that day between 4.30 and 6 p.m.

THE LATE KING.

HOW THE PERIOD OF MOURNING IS TO BE OBSERVED BY COLONIAL GOVERNORS.

The following *communiqué* has been published in Colombo:

The Officer Administering the Government. Sir—Various questions having been raised by Colonial Governors as to the arrangements which might be held by them during the mourning for His late Majesty King Edward VII., I have the honour to state, for your information, that it is His Majesty's pleasure that Court mourning should be observed during the full period by the representatives of His Majesty. Up to the 6th November you should avoid giving, or being present at, any public entertainment; but after that date, during the continuance of half mourning, you will be at liberty to give any entertainment, except balls, and to be present at any public entertainment. I have the honour, etc. (signed), CREWE. Downing Street, August 17th, 1910.

TELEGRAMS.

(Protected by the Telegraph Message Copyright Ordinance, 1894.)

(ROUTER'S SERVICE TO THE "HONGKONG DAILY PRESS.")

CHINESE JUDGES IN LONDON.

LONDON, September 22nd.

The Court of Arbitration connected with the Chamber of Commerce has been entertained to luncheon the Chinese Judges and Attorney-General who are visiting England on their way to the Prisons Congress at New York.

THE PROPOSED OPIUM CONFERENCE.

GREAT BRITAIN'S ATTITUDE.

LONDON, September 22nd.

Great Britain has agreed to the American proposal for a conference at The Hague on the subject of the Opium Question in China, but has stipulated that the existing British agreement with China shall be excluded from the discussion.

LATER.

With reference to the Opium Conference, Great Britain has accepted the suggestion that the findings of the Shanghai Conference should be embodied in a convention.

Britain has agreed that The Hague Conference should also consider the traffic in cocaine and morphine, but suggests that the governments interested should previously investigate the manufacture and trade in those drugs so as to enable them to deal effectively with the matter, Britain promising to lend every assistance in the investigation.

THE ALLEGED ESPIONAGE AT PORTSMOUTH.

LONDON, September 22nd.

The charge of felony against Helm (the German subaltern arrested as a spy) has been dropped, and he has been remanded on a charge of misdemeanour.

PRINCE TSAI HSUN ILL.

LONDON, September 22nd.

H.I.H. Prince Tsai Hsun, while travelling from San Francisco to New York, fell ill of bronchitis.

FRANCE AND THE CASSEL AGREEMENT.

LONDON, September 22nd.

Reuter's Paris correspondent has been informed in an authoritative official quarter that the French Government regards the loan agreement by Turkey with a group of financiers headed by Sir Ernest Cassel as nothing more or less than an attempt on the part of Turkey to blackmail France with British assistance.

The agreement is provisional and only becomes effective on October 1st in the event of the negotiations with France being finally abandoned, but it may be regarded already as definitive, as the French Government refuses to abate one jot of the conditions.

Reuter's informant added that if Great Britain was willing to help Turkey in joining hands with the Triple and in buying ships and guns from Germany, that was her affair. The French Government would do its utmost to prevent a scrap of the loan paper coming into the French market.

WARWICK MAJOR'S COMEDY CO.

As we have previously announced, this clever Company concludes its first visit to Hongkong to-night with Arthur Law's most humorous play entitled, "The New Boy."

The piece has the reputation of being one of the funniest farces ever written, and has enjoyed long runs in England and America. The Company may be relied upon to represent it in a manner worthy of the reputation they enjoy in Hongkong.

We understand that the booking continues to increase, and those who wish to obtain good seats would do well to secure them at Mountie's as soon as possible.

LOCAL SPORT.

HONGKONG FOOTBALL LEAGUE.

Mr. F. Browne presided at the annual meeting of the Hongkong Football League held at the Y.M.C.A. rooms last night. There was a representative attendance of delegates from the several Clubs.—Mr. A. P. Storrie (secretary) reported that the past season was a great success. The R.G.A. won the First Division championship and the 98th Co. R.G.A. the Second Division. There was no ground difficulty, and although there were 14 teams competing in the two divisions all games were played off on Saturdays. The help rendered by referees was acknowledged, it being stated that they had a fairly easy time, as the majority of the teams here played the game in a thoroughly sporting manner. It was also reported that Mr. Ellis had given a cup for competition among the junior clubs.—The Chairman reported that on the year's working there was a loss of \$10.90.—The report and accounts were adopted.

Mr. R. Hancock was appointed President; Mr. A. P. Storrie was re-elected secretary; and Mr. A. S. Ellis was elected treasurer.

In view of the lateness of the arrival of the Yorkshire Regiment it was decided to allow the Buffs to enter the League, and it was resolved that the season be accordingly commenced on October 15th to allow of the latter regiment completing their fixtures before the date of their departure—December 5th.

A sub-committee to arrange the fixture list was appointed as follows:—The President, the Secretary and Q.M.S. Barnfather, R.E.

Mr. Barnfather made a complaint of being criticised with undue severity by the Press last season, and asserted that here the game was criticised, not according to rules, but from the standpoint of the writer. A referee here had no protection whatever. He could be scandalised by the Press indiscriminately, whereas in England he could not. If anything were wrong with the referee's decisions the Association should state him, and not the Press.

During a discussion on the matter the Press representatives present replied to the observations, and it was considered that the matter was one which had nothing to do with the meeting whatever.

A vote of thanks was accorded the Chairman, and before the close of the meeting it was stated that the following teams had provisionally entered the League:—Hongkong, Buffs, R.G.A., R.E., Naval Yard and Kowloon.

V.E.C. AQUATIC SPORTS.

The annual aquatic sports of the Victoria Recreation Club opened at the Club House yesterday afternoon, and the excellent programme provided for the first day augurs well for the sport of to-day and tomorrow. The attendance was larger than is usual at an opening day, but this was due to some extent to the appearance in the gymnasium of Kinney, the American boxer, who has come to Hongkong to endeavour to lower the colours of the local champion, Bill Lewis. This annual meeting of the senior sporting Club of the Colony is rendered more interesting than usual by reason of the number of open events in the programme, all of which are championship events in which swimmers not connected with the V.E.C. are eligible to compete. The first race yesterday was for the half-mile championship of the Colony, and although it was generally considered that Tommy Logan, the recently-discovered prodigy, would be the winner, it was not the prevailing opinion that he would have such a ridiculously easy win as he did. Cooke, the only other entrant who finished, is a strong swimmer, and had he begun to champion from the start instead of allowing him to gain the lead he did, the finish would have been a much closer one. It goes without saying that the programme was carried through without a hitch, and that the officials concerned kept the various events up to time, and did not neglect any of the various duties demanded of them in their responsible positions. The workers were:—Committee.—Mr. A. Rodger, chairman; Mr. A. Claxton, hon. treasurer; Mr. F. Lammert, hon. secretary; Messrs. W. A. Crake, A. N. Lyon, L. E. Lammert, R. F. Lammert, A. N. Kemp, Dr. C. Forsyth, judges; Mr. A. Rodger, referee; Mr. T. Meek, starter; Messrs. T. Meek, A. V. Barros, J. A. Lyon, Mr. A. Claxton, Mr. A. H. Curdall, Mr. H. A. Lammert, handicappers; Messrs. C. Bunje, and G. W. Avenell, official time-keepers.

Results of the different events were as follows:—

HALF-MILE CHAMPIONSHIP.
T. Logan, 14 min. 14 2/5 secs. ... 1
C. J. Cooke, 14 min. 58 secs. ... 2

The five entrants for honours in this event were H. W. Peterson, A. A. Claxton, A. V. Barros, C. J. Cooke and T. Logan. It was very generally anticipated that Logan would be the winner of this event, but it was not expected that he would have the ridiculously easy win that he did. As a matter of fact, he was not pushed throughout the race, and the comfortable and easy manner in which he travelled indicated plainly that the time he registered could have been greatly reduced. The five starters went off together, Claxton leading the way and Logan following close in his wake. In the first length the leaders gained too much of a lead, and Cooke made a mistake in not trying to reduce it. In the second and third he still allowed them to increase it, but in the fourth he went ahead in better style and regained a little lost ground. In the fourth length Claxton dropped out, and as the fifth was succeeding Peterson followed suit. The fifth saw Logan well ahead of Cooke and Barros, and swimming easily. From now on the new champion

swam with an easy stroke, his lead being so great that other swimmers could not have maintained the pace necessary to overhail him. Barros gave up in the ninth length, and although Cooke kept plugging away until the end the winner, who was not in the least pushed, beat him by at least fifty yards. Loud and long cheers were raised for Logan, and the second lot which followed for Cooke bore testimony to the appreciation of his struggle against what was generally considered a foregone conclusion.

HIGH DIVE.

M. A. B. Souza ... 1
C. Humphreys ... 2
Souza gained the points over his worthy opponent in entry and recovery.

TWO LENGTHS HURDLE RACE.
The heats in this event were swum off, and resulted as follows:—

First: A. J. V. Ribeiro, receives 5 secs., 35 4/5 secs. ... 1
Second: R. Galluzzi, receives 5 secs., 36 2/5 secs. ... 1
Third: A. A. Alves, receives 6 secs., 35 4/5 secs. ... 1

TWO LENGTHS OPEN.
Drummer Page, Buffs ... 1
Drummer Smith, Buffs ... 2
Time—35 1/5 secs.

This event was open to the army, navy and police, and proved an exciting race between the first and second man.

PLUNGING.
A. S. Ellis, 60 feet 10 inches ... 1
R. C. Wicheil, 50 feet ... 2

FOUR LENGTHS HANDICAP.
The heats in this event were also swum off, first and second in each heat being eligible to swim in the final. The results were:—

First:
F. L. Rota, receives 2 secs. 72 secs. ... 1
J. M. Rosa Pereira, recs. 5 secs., 73 secs. ... 2
Second:
A. A. Alves, receives 6 secs. 76 2/5 secs. ... 1
H. W. Peterson, receives 1 sec., 72 secs. ... 2

INTERESTING MEDICAL DISCOVERY.

In a recent issue a Reuter telegram referred to the properties of a new medicinal preparation of arsenic known to the profession as "606." The *Japan Chronicle* says:—We are indebted to a Kobe reader for some interesting details of this latest discovery in the world of medical science. It seems that a German and a Japanese doctor are jointly responsible for the discovery of "606," the proper name of which is "diacetyldiarsine." Owing to the cumbersome nature of this word, the preparation has become known among the profession as "606." Dr. S. Hata is the Japanese assistant to Professor Ehrlich in his laboratory work, and shares the honour of being the co-discoverer with Professor Ehrlich of the now famous "606." Some time in June last the professor read a paper before a medical congress in Germany describing his researches for a remedy for syphilis, and stated that with the assistance of Dr. Hata he had found a preparation which he hoped would be found efficacious as a cure for this disease. He then gave his discovery to the medical world to be tested, and by the end of July it had been tried in a number of German, Austrian, and Russian hospitals with remarkable success. The Director of a Berlin hospital applied a subcutaneous injection of 0.05 grammes to a child suffering from hereditary syphilis, and within ten days all signs of the "family" disappearance of the results—so far obtained have exceeded the most optimistic expectations, and from Reuter's message it appears that the preparation is equally valuable in the treatment of tropical diseases like malaria, sleeping-sickness, and recurrent fever. Dr. Hata returned to Japan not long ago and is now at Tokyo, where the remedy is being tried. From the above facts it would appear that a valuable German-Japanese alliance has been effected in the cause of medical science, and that the names of Professor Ehrlich and Dr. Hata will long be remembered as ranking among the benefactors of mankind by their discovery of a remedy for a disease which has carried misery and suffering all over the world, and in Japan no less than other parts of the globe.

COMMUNICATION BETWEEN FORMOSA AND JAPAN.

ESTABLISHMENT OF WIRELESS TELEGRAPH SERVICE.

The installation of a wireless telegraphy installation at Fuki Point, Formosa, having been completed, a trial message was dispatched thence to the Department of Communications in Tokyo on the 11th instant via the Oseaki wireless station near Nagasaki, the result being satisfactory. At one point, however, some defect was discovered in the apparatus, and new parts are being sent to replace the unsatisfactory ones. It is expected that the wireless telegraph service to and from Formosa will be opened to the public about the 20th instant. An additional submarine telegraph cable now being constructed between Formosa and Japan Proper is expected to be completed early in November next and to be opened to public service towards the end of that month. With these two additional telegraph services between Japan and Formosa, making three connections altogether, communication between the island and Japan will be greatly facilitated.—*Japan Chronicle*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 22nd at 11.55 a.m.—The barometer has risen slightly over the S. coast of China and the Philippines, and fallen a little in Cochin China.

Pressure appears to be low over the China Sea to the Southward of the Macclesfield Bank and the Farocels.

The high pressure area lying over N. China yesterday has shifted Eastwards to the Sea of Japan, and the barometer is falling again on the N.E. coast of China.

Fresh to strong N.E. and E. winds may be expected over the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to date, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { E. winds, fresh to fair.
Formosa Channel { N.E. & E. winds, moderate.
South coast of China between { Same as No. 1.
Hongkong and Lamooka, { Same as No. 1.
South coast of China between { Same as No. 1.
Hongkong and Hainan { Same as No. 1.

SUPREME COURT.

Thursday, September 22nd.
IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PROGOTT
(CHIEF JUSTICE).

THE LAMMA ISLAND MURDER.

The trial of Leong Shing, alias Cheung Kin Hoi, on a charge of murder, concluded yesterday afternoon. The jury were—D. A. Purves (foreman), M. A. Rasek, R. N. W. Nikkols, W. H. T. King, W. Waterhouse, H. S. Kennett and R. Galluzzi.

The Attorney-General (Hon. Mr. W. Ross Davies, K.C.), instructed by Mr. H. L. Denny, junr., from the office of the Crown Solicitor, appeared for the Crown, and the accused was represented by Mr. C. G. Alabaster, instructed by Mr. Christopher Wilson (of Messrs. Hastings & Hastings).

On the conclusion of the evidence Counsel addressed the jury and his Lordship summed up.

The jury retired, and after an absence of about fifty minutes returned into Court, and the foreman announced that they were unanimous in finding the prisoner not guilty.

Accused was discharged.

APPLICATION FOR SEPARATION ORDER.

UNUSUAL CHINESE CASE.

An application, very unusual among Chinese, was heard at the Magistrate yesterday afternoon, when a Chinese woman named Chan Sam Mui asked for a separation order from her husband on the ground of his persistent cruelty.

The case was heard before Mr. J. R. Wood. Mr. Leo d'Almeida appeared for the applicant, and Mr. Hind, of Messrs. Bruton & Hott, was for the defendant.

Mr. d'Almeida stated that this was an unfortunate case in which a young woman found only too soon after her marriage that it was a failure. The parties were married on December 6th, 1909, according to the Chinese rites and ceremonies. The parents of the parties were well known to each other, and the husband and wife had known each other since they were children. After their marriage they resided with the parents of the husband at 15, Arbutnot Road, and all went well for about twenty days, when the husband began to show his ill-temper and his behaviour. He constantly came home late and when she asked him where he had been he scolded her. One night later, when he came home late and she asked him the reason, he abused her and demanded a gold mounted diamond earring which she had received as a present on her marriage. She refused to part with it, and told him that if he were in debt it was his duty to ask his father to assist him. On the following day he repeated the request, and when she again refused, he assaulted her, slapping her on the face, knocking her out of bed, and kicking her all over the body. She screamed and her servants came to her assistance. Next morning, however, he solemnly swore that he would never ill-treat her again, but she said that she had had enough of his behaviour. She reported the matter to her mother, with whom she stayed for a few days, and then returned to her husband's house. Some time afterwards he demanded her bangles, and fearing that her husband would assault her again she gave them to him. A few days later he asked her to part with another bangle, but she said that she thought she had done enough for him and that he had better apply to his father. Then he commenced to ill-treat her and slapped her on the face, so that when he renewed the request, fearing to be again assaulted, she gave him the gold bangle. Another night when he came home late he insisted upon her massaging him, and when she refused to do so he assaulted her again. She went and reported the matter to a lady tutor who advised her to go to her mother. She did so and then took out the summons.

Evidence in support of the application was heard.

In the course of cross-examination defendant admitted having assaulted his wife.

His Worship, in adjourning the case till 8th October, expressed the hope that the parties would continue to live together on certain terms to be agreed upon, and added that defendant ought to be ashamed of himself for having assaulted his wife as he had admitted.

AMOY—PAST AND PRESENT.

In his Report on the foreign trade of Amoy in 1909 Mr. B. G. Tours, H. B. M.'s Consul, notes a net trade increase of £227,939, writes:—

It may be hoped that a turning point in the downward career of the port has now been reached, and that Amoy has settled down to the new conditions of trade brought about by the occupation of Formosa by the Japanese and of the Philippine Islands by the Americans. In its former palmy days, Amoy revelled in the Formosa tea trade, all Formosa teas being brought across to Amoy for packing and shipping, there being no facilities in Formosa. But the Japanese very naturally saw no reason why the Formosa tea trade should not remain entirely on Japanese soil, and with the erection of new tea buildings and improvement of harbours in Formosa, the necessity of Amoy as a port for Formosa tea ceased to exist. In the Philippine Islands, also, under the Spanish régime, many of the Chinese merchants were from the Amoy district, and there was a considerable trade between the two places; the American protective tariff in the Philippines has, however, practically killed it.

Under the altered circumstances, therefore, it remained for Amoy to fall into line with other ports and to take up general trade. That it has done so, and not without success, is to be seen from the real recovery in the port's trade in 1909. The splendid natural harbour marks out Amoy as a port that cannot be denied, and it is reasonable to prophesy that in the days to come, when the interior of the province will be opened up by modern communications, the palmy days of the past, if not even better ones, will return to the port of Amoy.

THE ANGLO-JAPANESE EXHIBITION.

WAS IT A FAILURE OR A SUCCESS?

ITS ADVANTAGE IN ENCOURAGING "DIRECT TRADE."

Japanese opinions on the question of the success or failure of the Anglo-Japanese Exhibition are quoted in the *Nichi-Nichi*. One is that of Mr. Ota Risaburo, of Hamamatsu, who was one of the examiners at the Exhibition, and returned from London last month, and the other is that of a certain powerful party leader.

Mr. Ota's remarks are given as follows:—
"A great deal of public discussion has been aroused regarding the success or otherwise of the Anglo-Japanese Exhibition. It is still too premature to discuss the result of the Exhibition. A proper judgment cannot be passed before seeing to what an extent Japanese goods have been introduced to foreigners as a result of the Exhibition, and what effect the Exhibition has had on Japanese trade. The Japanese authorities concerned in the Anglo-Japanese Exhibition may undoubtedly have elicited public disapproval by their methods of management, but it would be a great mistake to allow trifling shortcomings to outweigh the excellent services rendered by them. Not a few articles of Japanese manufacture and produce have been widely introduced to British people by the Anglo-Japanese Exhibition. For instance, matting has hitherto been almost exclusively exported to America and Japan, and Japanese merchants believed there was little or no demand in Europe for their goods. Seeing the matting shown at the Exhibition from Okayama, Hiroshima, Iwakawa, Fukuoka, Oita, and Hyogo prefectures, the British people now know for the first time that Japan is one of the principal matting producing countries. Straw braid has also aroused their interest. The Japanese braids seem to have been imported into Great Britain chiefly through the Anglo-American and German merchants. By the Anglo-Japanese Exhibition straw braids, as well as matting, have been widely introduced to the British people, and the direct import of these goods from Japan has begun. This can be put to the credit of the Exhibition. Rugs sent from Osaka and Sakai and black tea produced in Japan have also a promising future. The black tea produced in Formosa has been introduced to British people for the first time by the Exhibition, and it has been found to suit the British palate. The Formosa tea stall in the Exhibition grounds has won a very favourable reputation. In my opinion, green Japanese tea needs improving in quality, while more attention must be paid to the production of black tea. Japanese paper, paper lanterns and umbrellas, beans, snake-ponds (*hechima*), and peanuts have also been directly introduced to the British people for the first time by the Exhibition. Noting the superior quality of these commodities and their large quantities, many British merchants have been seeking to open direct business, and Japanese merchants have already taken contracts for the supply of these goods. Japanese businessmen are recommended to keep a careful eye on these goods, which are promising commodities of export to Great Britain."

On the other hand, the "certain powerful party leader," also quoted by our Tokyo contemporary, accuses the authorities of inconsistency. He counts out that when justifying the Exhibition to the public, who was inclined to discredit the Japanese authorities in connection with the Anglo-Japanese Exhibition, the Foreign Office declared that the object in view of the Exhibition was not the direct benefit of commerce, but the promotion of friendship between Japan and Great Britain, and more intimate relations between the people of the two countries. Nevertheless, the Baron Ota, Minister of Agriculture and Commerce, who is the Japanese President of the Exhibition, explained on his return from England that if the object of the Exhibition was not exactly a mere display of goods, its result must be judged from its effect on the foreign trade of Japan, which can be appreciated only after the close of the Exhibition. The Minister gave appropriate replies to the public comments and complaints, but made no definite statement as to the result as regards any particular line of goods. It is absurd, continues the authority quoted, that the views of the Government and the British on one and the same Exhibition should so widely vary. The difference of views expressed may be due to a desire to remove the unfavourable impression of the public, but the latter are given no opportunity of considering the result in detail. The practical effect of the Exhibition is doubtful, and an explanation will be sought from the authorities during the coming session of the Diet.—*Japan Chronicle*.

RAILWAY CONSTRUCTION AT CANTON.

The following reference to the Canton-Kowloon Railway is made in the British Consular Report for Canton:—"Construction of this railway, which is being built according to the standard of first-class European lines; has been proceeding steadily throughout the year, with the result that the first 30 miles will be ready for traffic by September, 1910. The line, when completed to the junction with the British section at Samtsun, will be 93 miles long, and will include 15 stations and 11 halts."

At the end of 1909 the purchase of the land required had been completed and about 92 per cent of the earthwork was either in hand or already finished. The terminal station building and general offices at Tai Sha Tau are expected to be ready by April, 1910.

The main difficulty experienced in building this line has been the large amount of bridge work that has had to be negotiated. In the second district from the city to mile 50, there is a total girder opening of 3,200 feet. The bridge over the East River at Shukling is proceeding satisfactorily; the foundations being nearly completed and the delivery and erection of steel work for the large spans having commenced.

It is expected to form the through connection with the British line to Hongkong in June or July, 1911.

As to the Canton-Hankow Railway the Report says:—"A further 10 miles have been opened for traffic and trains are now running to Wuyshok, a market town on the North River, 55 miles by rail from Canton. Construction, however, is practically finished to Ying Tak, 90 miles from Canton, and about one-third of the whole distance to the boundary of the province. Ying Tak is a district city of some importance and the opening of the station there will have the effect of bringing places up the river into direct communication with Canton. Construction is also proceeding though less energetically, on the next 20 or 40 miles."

No last trains are run at present, but a speed of 40 to 45 miles is attained in places by the local trains, which cover the whole distance of 55 miles in 3½ hours. The company during the Chinese year 1909-10 carried 1,456,466 passengers and received in passenger fares and freight \$294,391.90 an average of over \$24,500 per month. This amount represents principally short distance passenger traffic and should increase considerably when the town of Ying Tak, above referred to, is reached.

ITEMS FROM THE BRITISH CONSULAR REPORTS.

Mr. Pro-Consul Pratt, in his Report on the Trade of Canton for the year 1909, has the following to say on the currency question:—

CURRENCY.
The following are the currencies in use at Canton and their average values in 1909:—
1 Canton tael = 2s. 7½d.
1 Canton tael (close, i.e.,) = 2s. 4½d.
1 Hongkong dollar (close, i.e.,) = 1s. 9½d.
1 Mexican dollar (close, i.e.,) = 0.964 Hongkong dollar note
1 Canton Mint dollar (close, i.e.,) = 0.83 Hongkong dollar note

Hongkong 20, 10 and 5-cent pieces
Canton Mint 10 and 5-cent pieces
100 copper cents = 0.83 Hongkong dollar note

*Used in currency valuations and in payment of duties and represented by any coin.

Among the coins, the Hongkong and Mexican coin whole dollars alone may be said to form a fixed standard of value within the treaty port. The smaller values are all depreciated with respect to this standard, but fluctuate daily in value amongst themselves—a state of affairs disastrous to the even course of business. An instance of the confusion and disputes that constantly arise is to be found in the 1910 China New Year riots in Canton—a somewhat extended and elaborate feud between the police and the military—which is supposed to have commenced in a dispute between some of the latter and a certain shop as to whether change was to be paid in copper cents or silver.

The spurious profits made by the Government from the combined issue of these debased coins are more than balanced by the diminished spending power of the native population, entailing loss of trade and, incidentally, revenue. Moreover, Canton and Hongkong are in such close relations, both commercially and geographically, that it is almost impossible to debar the coins from circulating in the colony, with the result that the corresponding coins of the Colonial Government suffer a like depreciation.

CEMENT.

Under "Local Industries," Mr. Pratt has the following remarks on the Government cement works:—"These works, mention of which was made in the trade report for 1908, began in 1909 to manufacture cement. The output of the kilns, eight in number and of Continental make, has not amounted to 50 per cent. of the estimate and the cement is reported to be of very poor quality. A certain amount finds a market in Tsingtau, but it has not been accepted for use locally in either of the railways under construction in Canton. The price of cement is about 4 dollars 50 cents against 5 dollars 40 cents paid for Green Island (Hongkong) cement. The works being under Chinese official management, it is not possible to discover whether the venture is a lucrative one. The directors have had the advantage of obtaining their materials free of duty."

Under "Imports" we find the following note:—"The majority of cement imported is naturally of Green Island (Hongkong) output, though cement from Haiphong is also now beginning to find a market here. Notwithstanding the opening of the local cement works and the relative cheapness of their cement, the import rose by 50 per cent. and was taken mainly by the two railways under construction. The local article is so inferior that it is impossible to use it on important works."

The Hankow Report says:—"The valuations in the two years were: for cement 1908, foreign 2s. 2½d. per cwt. and native 4s. 3d. per cwt.; 1909, foreign 2s. 2½d. and native 2s. 7½d. per cwt. For foreign 1908, foreign 2s. 2½d. and native 2s. 7½d. per cwt. For native 1909, foreign 2s. 2½d. and native 2s. 7½d. per cwt. The native articles are from Tsingtau, Green Island and Haiphong supplied the bulk of the foreign cement, a considerable part of the import this year and last being used in the waterworks installation. A new cement factory at Huang Shih Kang, 30 miles down river, under Government auspices and equipped with European machinery, will, it is expected, start turning out 360 casks a day from May, 1910."

THE CIGARETTE TRADE.

From the Consular report on the Trade of Canton:—"No better illustration of the effectiveness in China of modern advertising methods and close touch with the retail business and the views of the native consumers can be found than the foreign company which has by these means almost acquired the monopoly of the cigarette trade in the Far East. Picture booklets, illuminated almanacs, presentation samples and judicious expenditure on all kinds of advertisement likely to bring goods before the individual notice of the people are as telling in attracting the custom of the Chinese smoker as they have proved invaluable to a work company has a large foreign staff, with a working knowledge of Chinese, who are constantly travelling in the interior, introducing their wares to new markets and keeping in personal touch with their Chinese agents. That such methods reap a golden harvest for the company which has made the experiment is certain, and their example could with advantage be followed by other firms dealing in the minor articles of the import trade."

Mr. Tours, the Consul at Amoy, writes:—"Cigarettes were imported to the value of £24,251. They have become a very popular form of amusement among the Chinese, especially among the middle class in spite of the fact that they compare expensively with opium. A packet of 10 cigarettes costs 10c. (say, 2d. to 2½d.), whereas an equal value of opium would last the smoker for a longer time and would yield after the smoking some 20 per cent. of dust, which can be worked up again for smoking. A certain quantity of the cigarettes imported are of Japanese manufacture; the rest are made up in packets to resemble the British or American articles as far as is conveniently possible. But the bulk of the cigarettes imported are of British-American manufacture, and are made chiefly at Shanghai. As the tobacco used by the manufacturer is almost, if not quite, entirely Chinese-grown tobacco, it is questionable whether these cigarettes should properly appear under the head of foreign imports, their only claim to inclusion in that denomination being based on the sponsorship of their manufacturer."

The Hankow report says:—"Cigars again increased 20 per cent. to 1,933,000, but their total value fell from 3,654,134 to 3,433,134, and foreign (Japanese) cigarettes, 95 per cent. being second quality valued at 4s. 6d. per 1,000, rose to 103,690,000 with a total value of 27,309. Shanghai made—mostly British Cigarette Company's cigarettes—again rose from 89,200 to 107,333 lbs., valued at 9,361. (1½d. an ounce), which that company's Hankow factory shipped about 1,250,000 lbs. of manufactured tobacco, representing 500,000,000 of cigarettes, besides sending some 3,500,000 lbs. of leaf tobacco to the Shanghai factory of the company. All these figures refer to cigarettes manufactured from Chinese tobacco, principally from the adjoining province of Hunan. The company has compiled an illustrated pamphlet on tobacco cultivation as pursued in the United States, and its free distribution in the producing districts has already resulted in a considerable improvement in the quality of the leaf. Cigarette papers fell from 25,947 to 21,600 rolls. The sterling value of the locally-made cigarettes fell from 84d. per lb. to under 6½d. per lb., though the silver value remained unaltered."

THE COOLIE TRAFFIC FROM AMOY.

The number of emigrants to the Straits Settlements and to Borneo was considerably higher than in 1908. For a period of about a month during the summer season was declared against Amoy by both Hongkong and Singapore, on account of plague, but emigration was not much affected thereby. As may be seen from the appended table, figures are much lower than those obtained in the year 1908—the year of a boom in tin and a consequent demand for labour in the Straits tin mines. The rubber boom, producing a demand for labour on the rubber plantations, has probably assisted the 1909 figures to be somewhat higher than they would otherwise have been.

British vessels continue to carry the greater part—over 80 per cent.—of the coolie passengers. The business of shipping and carrying the coolies is chiefly in the hands of Singapore-Chinese British subjects:—

| | 1907. | | 1908. | | 1909. | |
|------------|----------|-----------------|---------|-----------------|----------|-----------------|
| Flag. | Vessels. | Emig- rants. | Vessels | Emig- rants. | Vessels. | Emig- rants. |
| British... | 63 | 58,356 | 51 | 44,212 | 53 | 47,816 |
| German... | 12 | 10,656 | 10 | 6,839 | 11 | 6,984 |
| Dutch... | 15 | 9,094 | 3 | 1,571 | 5 | 2,709 |
| Total... | 90 | 78,106 | 64 | 52,622 | 69 | 57,509 |

There are signs of a regular coolie passenger traffic springing up between Amoy and the Philippine Islands. In previous years the sanitary restrictions placed by the United States Government in the Philippine Islands on vessels arriving with coolie passengers have acted as a hindrance to the traffic. But in 1909 the United States Government established a Government medical office at Amoy, under whose supervision coolie passengers can be disinfected and cleaned in conformity with American regulations, immediately before embarkation, and the necessity for detaining a vessel on her arrival at the Philippine Islands is thus abolished. With a view to this Philippine traffic two British firms, who are chiefly interested, have inaugurated a service of regular passenger boats between Amoy and the Philippine Islands from Amoy in the year 1909 was 4,116.

STEAMER S. JUNK.

The following is a point of interest to local shipping. Hitherto the low grades of matting have been shipped by junk from Tsingtau (the place of manufacture) to Hongkong at the dealer's expense and risk, but owing to heavy losses by typhoon, difficulty in getting junk and late arrival of cargo in Hongkong, the Matting Guild has decided to abandon this procedure as from March, 1910, and to bring cargo by junk to Canton for transshipment to Hongkong by the river steamers.

ADVICE TO THE BRITISH EXPORTER.

Consul-General Fraser of Hankow writes:—"This office is frequently asked to supply the names of trustworthy native firms for all sorts of manufactures; but the invariable reply has to be made that Chinese shops and firms cannot give foreign bankers' references, and that there is no means of ascertaining their stability from our point of view. In any case only a resident or travelling agent could form any idea of the proposed exporter's proper rate of supply and settle with him the intricate details of weight, currency, freight, &c."

But it must always be remembered that, even if the popular estimates of the numbers of the Chinese people are not gross exaggerations—in connection with the waterworks scheme the current figures for three cities were found to need division by three—the vast bulk earn less than 3s. a week and out of this keep themselves and their families. Hitherto the industry in foreign countries—always excepting the cigarette, now cheaper than the native pipe, and kerosene of proved better value than the vegetable oil—are and for long must be but a very small fraction of the population, and their taste for alien comforts is generally speaking accompanied by sufficient enlightenment to know how to obtain them.

To British merchants in China, of whose competence 30 years' acquaintance has convinced me, I should not presume to offer any advice, and to those at home I have nothing to proffer but the reminder that catalogues in English with prices at British ports are of very little value for bringing their wares to the notice of native dealers and shopkeepers. With some diffidence I would further remind the British exporter of the growing importance of the native newspapers, teeming with advertisements, pictorial and other, among which patent medicines are at present very noticeable. Though the editors may not be able to translate technical advertisements sent them in English, British firms in the larger ports can usually have this done; the rates are moderate; and the reading public at least are fond of spanning advertisements in Chinese as elsewhere.

As stated in previous reports, the Japanese, taking advantage of their proximity and adaptability to native dress and customs, have entered into direct competition with the Chinese retailers and even pedlars, and their inroads are probably represented in the direct imports of many of the above luxuries; but it is doubtful whether even they have reason to congratulate themselves on their enterprise. Even when Hankow becomes, as it should be, a great trade emporium, it is not certain that the wholesale import business will long continue to be in the hands of foreigners, whom the stress of competition is already driving to work on very small commissions.

GREEN CORN.

A Calcutta contemporary, apropos of the green corn season, quotes the editor of a ladies' journal in America who was asked if it was good form to eat Indian corn off the cob. The reply was, "Yes; but it is not good form to hold the cob in both hands." That is one of those half-sentences that singularly irritate. How then would the editor have had his readers eat green corn? At the sloppy mess which the Americans call corn mush? Perish the thought. No one who has eaten green corn as it should be eaten, that is with both hands, would so disgrace Nature's kindly gift. It is not a pretty sight, we grant; but anyone who would eat it in any other way is not worthy of it. He would be capable of eating a mango with knife and spoon. Light! The knife and spoon brigade may have good manners on their side; but they simply do not know what a good mango is. They should be prohibited by law from aspiring to anything higher than a pakhori or a Cowaji Patel. There is only one way to eat a genuine Alphonso mango, and that is never to allow metal of any description to touch the flesh. There is only one way to eat green corn, and that is to hold the cob with both hands. Good form may, it is true, be both methods. Then the man who knows what these kindly fruits of the earth can be would prefer to "pass."—*Times of India*.

ACROSS CHINA AND TURKESTAN.

FROM KULJIA ACROSS THE TIEN SHAN TO AKSU.

(BY DR. MORRISON IN "THE TIMES.")

AKSU, June 11th.

Far Western China, or the province of the New Dominion, is divided laterally into two main portions by the mountain range of the Tien Shan, and each division is named from its relation to the range, as the Foku, or northern highway, and the Nan-in or southern highway. The northern division terminates westwards in the territory of Kuljia, the southern division terminates in the territory of Kashgar, in each case the point of departure being Urumchi—the centrally situated capital city of the province. To reach Kashgar from Kuljia the best road lies through the adjoining Russian territory. It is a round-about road available for cart traffic. Entering Russian Turkestan at Kuljia, it passes by Vierny to Narin and thence, crossing the Turgat Pass, re-enters Chinese territory and proceeds direct to Kashgar city.

To the traveller who would remain in Chinese territory two routes are open. Should he wish to avoid the crossing of the mountains he may return to Urumchi by the northern road and then head back to Kashgar by the southern road, a journey available for cart traffic and invariably selected by Chinese officials, for whom time is never an object when proceeding from one post to the other. Or he may follow the short direct route over the mountains by the Musart Pass, the southern terminal of which route is the city of Aksu on the southern highway. For many centuries this route has been followed by Far Western traders. By this pass the pilgrim Hsuan-Chuang returned to his native country from his mission to India in the seventh century. Long before the Mahomedan invasion this was the most important of China's western frontier trade routes. By this pass could the only possible junction have been effected had an attempt been made, as the Russians feared, to unite the Mahomedan forces of Kashgar under Yakub Beg with the Khurghis and other Mahomedan insurgents of Kuljia, whose hostility to Russian trade had compelled the Russian occupation of Kuljia in 1871. When Russia, therefore, occupied Kuljia, she did not fail to occupy also the Kuljia entrance to the pass, and the evidence of her occupation, the log cabins used as barracks, remain to this day.

AN ANCIENT WAY.

At the best of times the route is a dangerous one for pack animals. As the only available pass between two of the outlying portions of her empire it would be reasonable to expect that China would take some measures to improve its condition and minimize its perils. But China's ways are not the ways of other frontier Powers. Every year the route is repaired, it is now in good order," the chief Chinese military commander, the Tartar General of Kuljia, had confidently informed me only a few days before. But he had never visited the road himself, nor had any of his officers, and I question whether the road is now in any better condition than it was in the seventh century.

There is no difficulty about engaging transport. Every few days throughout the year caravans of horses and donkeys leave from both terminals. Payment is made in robes, and despite the mortality among the animals the rates are not excessive, ten to twelve robes being paid for each pack animal carrying two hundredweights. The distance is 247 miles, divided in 13 stages, the dangerous crossing being on the eighth day, and the difficult fording of the river on the ninth. My own experience during my ride across the pass was agreeable one. Travel in the mountains was a welcome change to the sweltering heat of the Kuljia, confined as the city is in a basin among the mountains only 2,050ft. above sea level. My caravan drivers were Russian Andianis, and as it was the season of rich pastures their animals were sleek and fat and in fine fettle. These caravan men are a good class of hardy, independent men, past masters in their calling. Largely they are Russian subjects from Russian Turkestan, provided with Russian registration certificates renewed every six months, for which they are required to pay the equivalent of one guinea per annum.

ILI AND TEKES.

On the first day out from Kuljia city the broad river Ili has to be crossed by a ferry. We had a long wait at the crossing for the ferry, which was towed by horses made fast to it by their tails upstream to a point from which it could drop down by the current to our landing. Before crossing the weary boatmen rested to take breath; but my native guard were excited and would give them no rest. "Here is the foreign great man waiting," they shouted, and waiting, and yet you who have neither fathers nor mothers at home and little to do with even here—a day that we do not know what to make of it. The shocks one gets are at times more than electric. A few days ago the *Tien Pao*, a vernacular contemporary of good standing, reported a case from the Mixed Court in which a question of debt was involved. The case came before Mr. Sun, that legal luminary whose jurisprudence carries us back to the days before the Decalogue and who will be remembered as having resorted to the most absurd medievalism in a few weeks ago to determine the ownership of a kidnapped child. On the present occasion the plaintiff claimed \$40 in settlement of a debt, but the defendant alleged that it had been repaid. His agent's witness reported that plaintiff and defendant should together visit the Nanking Road temple and throw the disputed sum of \$40 into the incense burner and that "the plaintiff be ordered to take it out with his own hand, whereby truth or falsehood shall be genuinely evidenced, as it is within the power of the spirit to show and advise; and his testifying to the character of the witness of each party. In compliance with these orders they both departed."

One minor criticism suggests itself at once, viz., who is to provide the forty dollars to be thrown into the incense burner? We should suggest that Mr. Sun provide it, and that he shake hands with plaintiff with his right hand, then shake hands with defendant with his left hand, and then try to take the forty dollars out of the burner. If he succeeds in doing this with his right hand the money should go to plaintiff; if with his left hand, then the dollars should go to defendant; if he fail to take it out at all it remains should go to the temple, and Mr. Sun's fee be called upon to pay plaintiff and defendant \$40 each. That is one solution, but a better would be to bundle Mr. Sun off about his business. As long as such grossly incompetent ignorant mammonists are allowed to occupy the prominent position that Sun occupies in long wild China he will be up to the contempt of nations. This sort of thing is heart-breaking, and should not be tolerated. What is the use of prating about new penal codes, prison reform, and all the rest of it whilst this sort of tomfoolery is allowed to take the place of justice in the best known court in China?—*National Review*.

THE MUSART PASS.

There is a ferry across the Tekes River in charge of Mengols, and one march from the river on the edge of the pine woods are the log-cabins of the advanced Musart Pass left from the Russian occupation. At this point the Northern Musart River emerges from a narrow

rocky defile. Up the valley of the river among the pine woods the path winds high up the mountains until the stage is reached and shelter found in wretched log-cabins roofed with turf that have been in ruins for years. The ascent of the Musart Pass begins at this stage. From the north side the summit is reached after a steep climb of 15 miles; on the south side the descent down the mighty Japarik glacier is longer and more gradual. The dividing ridge is 12,000ft. above sea level. The descent down the glacier is the chief danger. Covered with tiny torn-shaped knolls, the origin of which says Morzhakov, is to be attributed to peculiar melting processes. Deep crevasses yawn on each side of the irregular and slippery track which zigzags down the glacier. The way is strewn with the skeletons of dead pack-animals. Containing walls 3,000ft. high rise on each side of the glacier. The glacier itself is gradually shrinking, melting into the valley down which runs the lower Musart River. It ends in an abrupt fall of 350ft. In a previous ice age the stage have been cut, and down these the laden animals are passed singly with the utmost care.

On a shelf in the adjacent mountain wall is the stage of Mazharshi, where some Turkis from the plains are stationed to repair the road and render assistance to the traveller. But they work under no skilled direction and they are paid nothing for their labour; the repair of the road is a Turkic obligation. It is an ill-organized affair, and even so inefficient possible. Neglect of the pass is a direct evidence of national decadence. Traders require uncommon fortitude to face its dangers, and their losses in transport animals are very great, but as there is no alternative direct route across the mountains they are forced to come this way. They carry on a trade of considerable importance, easily capable, were the road improved, of ten-fold increase. A few hundred dollars a year spent with knowledge would do a great improvement, but the dollars are not spent. China needs a considerable revenue from the traffic, but she gives nothing in return. Pityful it is to see the hardships imposed upon these hardy traders, and pitiful to see the Chinese tea-gatherers leaving burdensome tolls upon a trade conducted in spite of Government neglect.

THE TOWN OF AKSU.

Twenty miles south of the glacier, where the containing walls cover a substantial barrier has been thrown across the valley, and here, by the double gateway, sit the Hanarasese gatekeepers. This is the barrier of Klurgan. The main road east of Aksu. The town is of interest to Englishmen because it is the place of exile of Saifur Ali Khan, the deposed Mir of Hunza, who here in straitened circumstances, far away from his people, makes a precarious living as a wine dealer. A bolt of sand desert, 20 miles wide encircles the oasis of Aksu, one of the most prosperous districts in the Nan-in. There are two towns ten miles apart, old Aksu, the Turki town and residence of the Aksu Prince, a crowded insanitary mass of irregular tottering mud-houses, built along tortuous, undrained alleyways; and new Aksu, a Chinese walled town, in which reside the Chinese traders from North China. Both towns swarm with Turkis. Goitre is conspicuous among them. A handful of old-style Chinese braves are sufficient to preserve order. In accordance with police everywhere enforced in Western China no soldiers are recruited from Mahomedans, but Turkis are admitted to the police. In that case in accordance with the rule applied to all native officials in Chinese employment, they are required to adopt Chinese dress. In Aksu, as in all other towns in the New Dominion, the best stocked shops are those belonging to merchants from Tientsin, who have to transport their goods by cart or camel back across the whole width of China.

In both cities the busiest houses are the pawnshops, which in every case are owned by Chinese. Turki earnings readily find resting-places in these houses of assay. British interests are represented by one Hindu trader and by some Afghans, the senior of whom is the British Akasak, or White Beard, the deputy of the British Consul in Kashgar. Russia has also an Akasak.

THE ORDEAL BY FIRE.

A SHANGHAI SOLOMON.

We are frequently told that China is still in the Middle Ages. Quite as often we are told that China is waking up. Which of these verdicts we are to accept depends to a large extent on the latest news. If we hear that China has actually put in hand a new currency, we say she is waking up. When we read of prisoners being tortured in the City, we talk about the Middle Ages. In Shanghai, however, we are supposed to have a Model Settlement, in spite of the fact that it was once called a Sink of Iniquity. But we have such violent contrasts even here—a day that we do not know what to make of it. The shocks one gets are at times more than electric. A few days ago the *Tien Pao*, a vernacular contemporary of good standing, reported a case from the Mixed Court in which a question of debt was involved. The case came before Mr. Sun, that legal luminary whose jurisprudence carries us back to the days before the Decalogue and who will be remembered as having resorted to the most absurd medievalism in a few weeks ago to determine the ownership of a kidnapped child. On the present occasion the plaintiff claimed \$40 in settlement of a debt, but the defendant alleged that it had been repaid. His agent's witness reported that plaintiff and defendant should together visit the Nanking Road temple and throw the disputed sum of \$40 into the incense burner and that "the plaintiff be ordered to take it out with his own hand, whereby truth or falsehood shall be genuinely evidenced, as it is within the power of the spirit to show and advise; and his testifying to the character of the witness of each party. In compliance with these orders they both departed."

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NOTICE

MR. CHARLES EDWARD ANTON has been admitted a member of our Company. JARDINE, MATHESON & Co., Ltd. Hongkong, 23rd September, 1910. [1097]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on MONDAY, the 26th September, 1910, at 5.30 p.m., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of electing Officers-bearers for the ensuing year, &c. P. S. JAMESON, Acting Hon. Secretary. Hongkong, 23rd September, 1910. [1098]

THE HONGKONG FOOTBALL CLUB.

THE ANNUAL GENERAL MEETING of the HONGKONG FOOTBALL CLUB will be held in the Board Room, at Messrs. JARDINE, MATHESON & Co.'s Head Office, on WEDNESDAY next, the 28th inst., at 5.30 p.m. A. G. HAVENHILL, Hon. Secretary. Hongkong, 23rd September, 1910. [1105]

THE ROYAL HONGKONG YACHT CLUB.

NOTICE

THE SIXTH ANNUAL GENERAL MEETING will be held in the Offices of the UNION INSURANCE SOCIETY OF CANON, Queen's Buildings, on FRIDAY, the 30th inst., at 5.15 p.m. BUSINESS: To receive the Report and Accounts for the year ending 31st August, 1910. To elect Officers for the ensuing year. And other General Business. By Order, S. P. WARBROOK, Hon. Secretary and Treasurer. Hongkong, 23rd September, 1910. [1099]

THE DAIRY FARM COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 8th October, 1910, at 12.30 p.m., for the purpose of presenting the Report of the Directors and Statement of Account to 31st July, 1910. The TRANSFER BOOKS of the Company will be CLOSED from 1st to 8th October, 1910, both days inclusive. By Order, M. MANUK, Acting Secretary. Hongkong, 23rd September, 1910. [1100]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Hongkong, Madras and Mauritius.)

THE Steamship

"JAPAN." Captain A. Stewart, will be despatched for the above Ports on TUESDAY, the 27th inst., at NOON. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd. Agents. Hongkong, 23rd September, 1910. [1102]

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

"INDRAVELLI." On or about 21st October.

For freight and further information apply to—SHEWAN, TOMES & Co., General Agents. Hongkong, 23rd September, 1910. [1103]

FROM EUROPE.

THE H.A.L. Steamship

"C. FERD. LAEISZ." Captain Kniesel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 27th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: "De. van. President Lincoln" from New York.

Ex. ss. "Germania" from Gothenburg.

Ex. ss. "Kette" from Stettin.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 22nd September 1910. [1104]

NEW ADVERTISEMENT

TO LET.

ELEGANTLY Furnished or Unfurnished, the SEVEN-ROOMED HOUSE known as "ALTADENA," Barker Road, the Peak; Kitchen Garden, Lawn, &c. For particulars apply to DEACON, LOCKER & DEACON, Solicitors, 1 Des Vaux Road Central. Hongkong, 23rd September, 1910. [1101]

NOTICES OF FIRMS

NOTICE

WE HAVE This Day admitted Mr. ARTHUR NILSSON as Partner in our Firm. OLOF WIJK & Co., AGENTS, LTD. Gothenburg, 1st September, 1910. [1090]

NOTICE

WE HAVE This Day been Appointed AGENTS for the SWEDISH EAST ASIATIC STEAMSHIP CO., LTD. OLOF WIJK & Co., AGENTS, LTD. Gothenburg, 1st September, 1910. [1091]

NOTICE

WE HAVE This Day been Appointed SOLE AGENTS for the SWEDISH LLOYD S.S. CO. AGENTS, LTD. OLOF WIJK & Co., AGENTS, LTD. Gothenburg, 15th July, 1910. [1093]

INTIMATIONS

GOVERNMENT OF BRITISH NORTH BORNEO.

NOTICE

COPPER COIN.

WARNING IS HEREBY GIVEN that a Large Quantity of HONGKONG and CHINESE COPPER COIN is being circulated in the State, and that a Proclamation will shortly be issued prohibiting the circulation of such Coin under severe penalties. The public are reminded that the only Copper Coins which will be received at any Treasury or Government Office are those which bear the North Borneo Coat of Arms. Until the issue of the Proclamation referred to above, foreign Copper Coin, although it will not be received at Treasury or Government Offices, may be circulated, or paid to any persons willing to receive it. After the issue of the Proclamation any person, other than a duly authorized Money Changer, found in possession of foreign Copper Coin to the value of \$5 or upwards will be liable to fine and forfeiture of the Coin. By Order, A. C. PEARSON, Government Secretary. Hongkong, 17th September, 1910. [1075]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF DAVID RUSSELL,

late of Knockboy, in the County Antrim, Farmer, deceased.

NOTICE IS HEREBY GIVEN that

the Court has, by virtue of Section 58 of the Probates Ordinance, 1897, made an Order limiting the time to the 29th day of October, 1910, within which all creditors and other persons having any claims or demands upon or against the above Estate are to send in such Claims.

All Creditors and other persons are accordingly hereby required to send particulars of their Claims to the Undersigned before the date mentioned.

Dated the 9th day of September, 1910.

JOHNSON, STOKES & MASTER, 1, Prince's Buildings, Hongkong.

Solicitors for the Executors.

10451

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER OF HENRY EDGAR,

late of The Bath Club, Piccadilly, in the County of Middlesex, England, deceased.

NOTICE IS HEREBY GIVEN that the

Court has, by virtue of Section 58 of The Probates Ordinance, 1897 (No. 2 of 1897), made an Order limiting the time to the 29th day of October, 1910, within which all Creditors and other persons having any claims or demands upon or against the above Estate are to send in such Claims.

All Creditors and other persons are accordingly hereby required to send particulars of their Claims before the date mentioned.

Dated the 29th day of June, 1910.

JOHNSON, STOKES & MASTER, 1, Prince's Buildings, Hongkong.

Solicitors for the Executors.

10456

SOCIETE DES PULPES ET PAPIETERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a

First Call of Dollars Ten (\$10) HAIPHONG CURRENCY—Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG CURRENCY, per Share will be made on the 1st October, 1910.

Payment must be made to the HONGKONG and SHANGHAI BANKING CORPORATION, The Banque de l'Indo-Chine, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.

The Provisional Certificates may be sent in to Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Building, for endorsement after payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors, T. F. HOUGH, Chairman.

Hongkong General Purposes Committee. Hongkong, 1st September, 1910. [1009]

PUBLIC COMPANY

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING

of SHAREHOLDERS in the above Company will be held at the Company's Office, TOMORROW (SATURDAY), the 24th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 24th Sept., both days inclusive.

DOUGLAS, LAURIE & Co., General Managers. Hongkong, 3rd September, 1910. [1018]

INTIMATIONS

KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING

of the above Club will be held in the Club House, on TUESDAY, the 27th inst., at 5.15 p.m. T. CHEE, Hon. Secretary. Hongkong, 16th September, 1910. [1067]

NOTICE

THE DRAWING OF 60 DEBENTURES

of the CLUB GERMANIA, Payable on FRIDAY, the 30th September, 1910, will be held at the Club, at 6 o'clock, on THURSDAY, the 29th September, 1910.

Bearers of Debentures are invited to attend the Drawing.

For the Committee, A. BUNE, Hon. Secretary. Hongkong, 20th September, 1910. [1068]

HONGKONG CLUB.

NOTICE

THE EIGHTEENTH DRAWING OF

SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1896 Issue, \$100.00 each), was held in the HONGKONG CLUB HOUSE, on SATURDAY, the 17th September, 1910, when the following Debentures were drawn for Redemption:

| | | | | |
|-----|-----|------|------|------|
| 1 | 313 | 760 | 1130 | 1479 |
| 36 | 338 | 789 | 1158 | 1538 |
| 84 | 349 | 794 | 1168 | 1585 |
| 98 | 466 | 798 | 1206 | 1637 |
| 136 | 578 | 937 | 1233 | 1694 |
| 155 | 582 | 952 | 1313 | 1740 |
| 156 | 608 | 1018 | 1340 | 1766 |
| 189 | 618 | 1023 | 1343 | 1784 |
| 191 | 630 | 1046 | 1361 | 1791 |
| 209 | 649 | 1044 | 1372 | 1805 |
| 222 | 673 | 1083 | 1405 | 1905 |
| 243 | 684 | 1096 | 1409 | 1943 |
| 287 | 739 | 1112 | 1448 | 2000 |

and will be Payable at the HONGKONG and SHANGHAI BANKING CORPORATION, on FRIDAY, the 30th September, 1910, in Exchange for surrender of same.

By Order, JAMES CRAIK, Secretary. Hongkong, 17th September, 1910. [1072]

HONGKONG JOCKEY CLUB.

NOTICE

THE HALF-YEARLY MEETING

of Members of the above Club will be held on SATURDAY, the 1st October, 1910, at 12 o'clock Noon, at the Office of the JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEX, Charter Road.

Certain improvements and additions to the Private Stand accommodation in the Jockey Club Compound being in contemplation, the plans pertaining to same are open for inspection at the Club Office above-mentioned any day between now and the date of the Half-Yearly Meeting. Said plans will be on view during the Meeting, when they may be discussed.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 17th September, 1910. [1074]

H.M.S. "BEDFORD" RELIEF FUND.

AN ENTERTAINMENT.

In Aid of the above will be held at THE CITY HALL, ON THE EVENINGS OF THE 15TH AND 17TH OCTOBER, 1910.

Further particulars will be announced later. Hongkong, 22nd September, 1910. [1095]

WANTED

WANTED.

REQUIRED by a FIRST-CLASS MER-

CANTILE HOUSE (Export and Import) in Hongkong an experienced man of business to act as COMPTROLLER. Good references and security to the extent of at least \$50,000 required.

Apply in writing to—Messrs. JOHNSON, STOKES & MASTER, 1, Prince's Buildings, Hongkong. Hongkong, 21st September, 1910. [1065]

WANTED.

WANTED.

LARGE AIRY OFFICES AND SHOW

ROOMS, as soon as possible, by a Long Established Mercantile Firm. Rent about \$200.00.

Apply to—Care of "Daily Press" Office. Hongkong, 22nd September, 1910. [1094]

WANTED.

WANTED.

HOUSE at the PEAK.

Apply—CHARI RUMAH, Care of "Daily Press" Office. Hongkong, 19th September, 1910. [1071]

WANTED.

WANTED.

BOARD and RESIDENCE for Young

Man (19), from Middle of November. Peak or Higher Level. Please apply—"NOVEMBER," Care of "Daily Press" Office. Hongkong, 12th September, 1910. [1043]

TO LET

TO LET.

OFFICES, Hotel Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 2nd February, 1910. [151]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1910. [994]

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Office. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 8th March, 1910. [95]

TO LET.

ONE GODOWN in MASON'S LANE. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 8th March, 1910. [95]

TO LET.

NO. 2, HOLLYWOOD ROAD. No. 2, OLD BAILEY. Immediate Possession. Apply to—ARRATTON V. APCAR & Co., 14, Des Vaux Road Central. Hongkong, 4th July, 1910. [300]

TO LET.

KING'S BUILDINGS. OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1910. [89]

TO LET.

OFFICES in Des Vaux Road, Central, corner of Ice House Street. Apply to—Messrs. PERCY SMITH & FLEMING, 5, Queen's Road. Hongkong, 2nd July, 1910. [440]

TO LET.

MODERATE RENTAL. HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on. Terms Court. Apply—ARRATTON V. APCAR & Co., 14, Des Vaux Road, Central, 1st Floor. Hongkong, 28th July, 1910. [874]

TO LET.

SELF-CONTAINED FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat. Apply to—J. HENNESSEY SMITH, No. 4, Ice House Street. Hongkong, 2nd July, 1910. [795]

TO LET.

NOS. 19 and 23, SHELLEY STREET, near 5-Roomed House. 1 HOUSE in Ballina Terrace. OFFICE in BEACONSFIELD ARCADE. No. 9, BEACONSFIELD ARCADE (Shop). C. M. S. PEAK BUNGALOW, MOUNT KELLET, Furnished, for 7 months from 1st November, 1910.

No. 57, PRAYA GRANDE, Macao. FOR SALE—Tom Grant, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—Linstead & Davis, 3rd Floor, Alexandra Buildings. Hongkong, 17th September, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1910. [88]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yauwai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [790]

TO LET.

NO. 21, CONDUIT ROAD, Clifton Gardens. Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House. GODOWNS, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor. A HOUSE in Wong Nei Chong Road. OFFICES in YORK BUILDING. No. 10, DES VEAUX ROAD CENTRAL, 1st Floor. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 9th September, 1910. [87]

TO LET.

WE beg to inform our Lady Customers that our Establishment will be CLOSED at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS. HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 5th September, 1910. [707]

ENTERTAINMENT

THEATRE ROYAL, HONGKONG.

FLYING VISIT

FOR ONE NIGHT ONLY. TO-NIGHT AT 9 O'CLOCK. WARWICK MAJOR'S COMEDY CO.

THE EXCITINGLY FUNNY PLAY "THE NEW BOY." By ARTHUR LAW. SPECIAL MUSICAL NUMBERS. MISS GEORGIE CORLISS as "NANOY."

BOOK EARLY. POPULAR PRICES ... \$3, \$2 & \$1. FLATS at MOUTRIE & Co. [1076]

A LING & CO.

19, QUEEN'S ROAD CENTRAL. FURNITURE and PHOTO GOODS STORE. Photographic Goods of every Description in Stock. Developing and Printing Undertaken. Hongkong, 31st July, 1907. [546]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. WITH CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & Co. Pongkong, 6th March, 1907. [38]

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK.

(Netherlands India Commercial Bank). ESTABLISHED 1863. Authorized Capital Fl. 15,000,000 (\$1,250,000). Subscribed Capital Fl. 12,378,100 (\$1,031,500). Reserve Fund Fl. 2,754,338.09 (\$229,528).

HEAD OFFICE: AMSTERDAM. HEAD AGENT: BATAVIA. LONDON BANKERS THE WILLIAMS DEACONS BANK, SWISS BANKCORPORATION.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4% per annum. 6 do. 3 1/2% do. 3 do. 3% do.

C. WOODRING, Manager. No. 16, Des Vaux Road Central. Hongkong, 4th August, 1909. [23]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER). Capital ... Yen 10,000,000. Capital Subscribed (paid up) ... Yen 6,250,000. Reserve Fund ... Yen 2,450,000.

HEAD OFFICE: TAIPEI, FORMOSA. BRANCHES AND AGENCIES: Amoy, Swatow, Canton, Foochow, Keelung, Shanghai, Yokohama, Kobe, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan.

HONGKONG OFFICE: 3, DES VEAUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application. D. TOHDOW, Manager. Hongkong, 12th September, 1910. [591]

ENTERTAINMENT

THEATRE ROYAL.

FOR ONE WEEK ONLY.

The Incomparable
NICOLA

And the same Original Company that Mystified

New York 6 Months Chicago 3 Months
London Vienna Berlin
ParisAnd all the Principal Cities of the World
OF ELABORATE 100 New Illusions
Tons OF ELABORATE 100 New Illusions
Magical Apparatus STARTLING FEATS
Special Scenic and and SENSATIONAL
Electrical Effects SURPRISESPOSITIVELY THE GREATEST SENSATION
THE WORLD HAS EVER KNOWN

EXTRA ADDED SPECIAL FEATURES

NICOLA'S Challenge Hand Cuff SENSATION
Nothing on earth has yet been found that can hold Nicola a prisonerGEORGE NADOLNY WHIPPLE & ADAMS
America's Greatest Eccentric Juggler Refined Singing and Dancing ArtistsMARGUERITE SUTTON DOBSKI
The Peerless Psychic Marvel The King of Laugh ProvokersTWO SOLID HOURS OF LAUGHABLE MYSTIFYING AND
EDUCATING ENTERTAINMENT

COMMENCING WEDNESDAY, OCTOBER 5TH, 1910.

Booking at ROBINSON PIANO CO.

THE GROWTH OF STEAMSHIPS.

(BY SIR WILLIAM H. WHITE, K.C.B.)

Three years have not elapsed since the *Lusitania* and *Mauritania* began their Transatlantic service, taking "pride of place" as the largest and swiftest steamships afloat. There is no indication as yet of an intention to build swifter ships for that service; but the White Star Line has two larger ships far advanced in construction by Messrs. Harland & Wolff. The Hamburg-American Company has ordered a steamer which will be larger and swifter than the *Olympic* and *Titanic*, and the Cunard Company is said to be considering designs for still larger vessels. At the annual meeting of the Cunard Company the Chairman (Mr. A. Booth) expressed his belief "that the future of the New York trade rested not with the 10,000 ton cargo boat, but with the 40,000 or 50,000 ton vessel, combining passenger and cargo capacity."

In the following table are set out the principal dimensions and particulars of the above-named steamships, so far as they have been made known by owners and builders. The corresponding figures for the *Great Eastern* have been added. The uniform draught of water of 34ft. has been assumed in this table, that being the deep-load draught at which the *Lusitania* and *Mauritania* are working. All these great ships could, of course, be safely loaded to deeper draughts, if appropriate depths of water were available at terminal ports and at all times of tide. Experience seems to show, however, that even with the depth of 40ft. at low water, which is available, or will soon be available, in the Ambrose Channel at New York, the load draught of 34ft. cannot be much increased with due regard to safe working conditions. At Liverpool, although magnificent work has been done during recent years in dredging deeper channels, the latest reports indicate that the depth over the bar at low water is 32ft., and in the channel to the landing-stage 31ft.; consequently at or near low water ships having a draught of 34ft. are still delayed in entering and leaving port. At Southampton the latest scheme contemplates dredging to a depth of water of 35ft. (l.w.s.), and here a draught of 34ft. is clearly the maximum which can be contemplated if the largest ships are to enter and leave at all times of tide.

For the assumed draught of 34ft. the displacement tonnages given in the table are believed to be approximately correct. They differ from some published statements, but that difference is probably due to an assumption that the ships would be laden to their greatest draught. In some instances as much as 400 tons draught has been assumed in estimating displacement, the practical conditions of service and of depth of water at terminal ports having been ignored. It must be added that the figures given for horse-powers are necessarily only estimates, but if the speeds said to be contemplated are attained the horse-powers named will not be very different from those which will have to be developed on service.

| Hamburg-American Steamship | Olympic and Titanic | Lusitania and Mauritania | Great Eastern |
|-----------------------------------------|---------------------|--------------------------|-----------------|
| Length over-all | 910ft. | 882ft. | 790ft. |
| Breadth between hulls | 87ft. | 85ft. | 80ft. |
| Breadth extreme | 95ft. | 92ft. | 88ft. |
| Depth of hold | 64ft. | 64ft. | 64ft. |
| Draught | 34ft. | 34ft. | 34ft. |
| Gross tonnage | 52,000 tons | 50,000 tons | 39,000 tons |
| Net tonnage | 40,000 tons | 40,000 tons | 32,000 tons |
| Displacement | 45,000 tons | 45,000 tons | 35,000 tons |
| Horse-power | 16,000 h.p. | 16,000 h.p. | 10,000 h.p. |
| Speed | 25 knots | 25 knots | 22 knots |
| Time of passage from London to New York | 4 days 15 hours | 4 days 15 hours | 5 days 12 hours |

The new vessels of the White Star and Hamburg-American Lines represent a great step in advance of the largest Transatlantic steamships of the "intermediate" type previously built. The *Adriatic*, for example, which was launched about the same time as the *Mauritania*, is only 726ft. in length (over-all), 75ft. broad, 58ft. deep, 24,500 tons (gross), and is propelled by twin-screw reciprocating engines of about 15,000 h.p. at an average speed of 16 to 17 knots. The North-German Lloyd's steamship *George Washington*, which made her maiden voyage last year, is about equal in length to the *Adriatic*, is 78ft. broad, 54ft. deep, of 25,500 tons (gross), has engines of 20,000 h.p., and has made passages at an average speed of 19 knots. At a load draught of 33ft. her displacement is said to be about 37,000 tons, and her cargo capacity 13,000 tons. The largest ship of the Hamburg-American Line now on service, the *Kaiserin Augusta Victoria*, was built in 1905. She is nearly equal to the *Adriatic* in tonnage, about 2ft. broader, and 30ft. shorter. The vessel just ordered will be 30 per cent. longer than the *Kaiserin* and 80 per cent. greater in tonnage.

From the foregoing figures it will be seen that the last five years have been marked by rapid and enormous increases in the dimensions of steamships. The "biggest ship" laid down having been speedily deprived of that distinction. The contrast between existing conditions and those which formerly prevailed is remarkable. More than 40 years after the *Great Eastern* began her Transatlantic service (June 17, 1860), she remained unsurpassed in size, although the chief features of her design had been determined by Brunel in 1853. Commercially that ship was a failure, from the scientific and technical sides she will always remain a marvel of professional skill and courage in facing new conditions and going far beyond precedent. Until the *Cedric* of the White Star Line was built (1903), the *Great Eastern* was not surpassed. The two ships were of equal length, the *Cedric* was 8ft. less in breadth; at 32ft. draught the *Cedric* was

200 tons greater in displacement; and she had a gross tonnage of 21,000 tons as against 18,915 tons for the *Great Eastern*. The older ship had practically no superstructures above the upper deck, whereas in the *Cedric* these superstructures represent nearly 4,000 tons (gross). The "under-deck" tonnage of the *Cedric* is about 17,100 tons, as against 18,800 tons for the *Great Eastern*. Brunel worked under great disadvantages as compared with his successors of to-day in regard to materials of construction; yet by skilful structural design and close attention to details he produced a vessel in which the weight of hull in proportion to dimensions, displacement, and carrying power compared favourably with the corresponding proportions in the largest steel-built vessels of the present day. The largest mercantile steamships on service at the date of the *Great Eastern's* appearance were only about half her length and less than 20 per cent. of her tonnage, and were driven by engines of one-half the total power fitted in the big ship. When these facts are remembered a better idea can be formed of the magnitude of the problem which Brunel faced and solved. It may have been, and probably was, a mistake to attempt half a century ago the construction of a vessel capable of carrying sufficient coal for the voyage to Australia and back at a speed of 14 knots, in association with the provision of accommodation for 3,000 to 4,000 passengers and a considerable cargo; but that project received the support of business men when it was put forward by Brunel, and his personal concern was rather with the professional than with the commercial aspects of the question. On the professional side he achieved complete success and produced a ship which was strong, stable, capable of realising her designed speed, and possessing her intended passenger accommodation and carrying power. All ship designers have benefited largely from the construction of the *Great Eastern*, although they have not absolutely followed the methods of Brunel and none of them has had occasion to take so great a step beyond precedent as was taken by him when ocean steam navigation was in its infancy.

The last half-century has witnessed great improvements in the materials and methods of shipbuilding and in marine engineering; there is consequently no reason for supposing that further increase cannot be made in the dimensions and speeds of ships if commercial considerations should make that course desirable, and if the necessary financial provision were made for the construction of larger ships and for suitable dock accommodation at terminal ports. Shipowners and dock proprietors, not naval architects and marine engineers, will have to make the decision where and when increase of size and speed shall stop.

It has been explained above that the latest additions to the dimensions of ships have been made in vessels of the "intermediate" type, for which the speed contemplated are considerably below the speed of the great *Cunarders*, and are moderate in relation to the dimensions of the ships. The engine-powers and coal consumptions are, of course, much reduced in consequence of the lower speeds accepted, and the vessels will possess much larger cargo-capacities than the *Lusitania* and *Mauritania*. Opinions may differ in regard to the probability of this great cargo capacity being fully utilized for most of the voyages made each year, but it is understood that existing ships of the intermediate type rarely find cargo, even when coming homewards, which bring them down to the deep-load lines. All these facts, and many more which affect earning power in relation to first cost and working expenses of the great ships, will certainly have been considered by experienced shipowners like Mr. Booth, Mr. Bruce Ismay, Herr Ballin, and their colleagues on the boards of management of these great shipping companies before they formed and acted upon the decision to touch the expenditure unavoidable in the circumstances. Lord Pirrie has publicly stated that the first cost of the *Olympic* will be approximately one-and-a-half million sterling, and those competent to form an opinion on the subject do not regard that estimate as extravagant when the size, passenger accommodation, and engine power of the ship are taken into account.

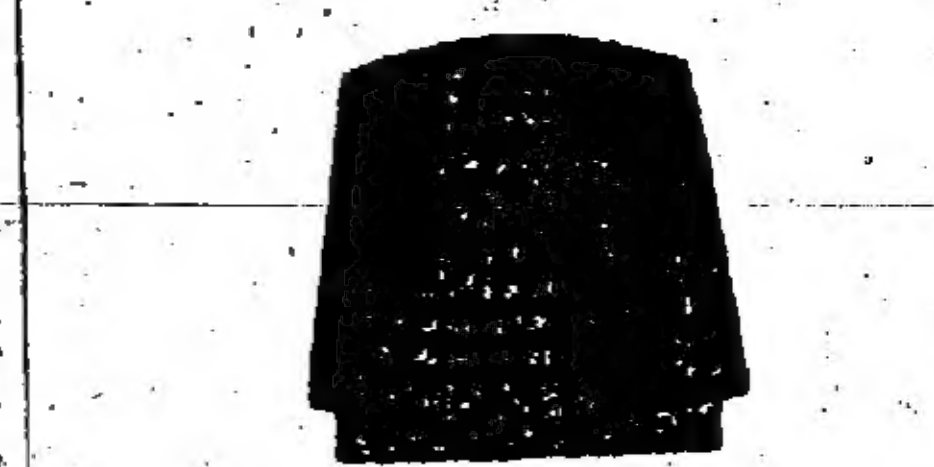
Further increase in the size of steamships would undoubtedly be accompanied by economy in the cost of over-sea transport of cargoes. Brunel understood and clearly stated this law nearly 60 years ago, and it is of universal application when ships are under way at sea. On the other hand, if increase in size and cargo capacity should be associated with longer periods in port, made necessary by the collection, shipment, and discharge of larger cargoes, or if, as a rule, full cargoes could not be secured for these very large ships, the consequent diminution of earning power, together with the increased first cost of the ships, the larger allowances for depreciation and interest on capital, and the increased proportionate services at sea, might outweigh any economies in cost of transport obtained by increased dimensions. In this way it is possible that a limit may be put to increase in size. Moreover, the great expenditure involved in the provision of suitable accommodation for very large ships in docks and harbours is already felt by the proprietors and authorities. Large expenditure has been faced at London, Liverpool, Southampton, New York, and other ports in deepening and widening channels, constructing floating and dry

docks, and providing generally for ships of the largest size; but it is possible that on this side also commercial considerations may prevail, and the rapid progress in dimensions of the last few years be checked simply because it is found that, on the whole, it does not pay.

A distinguished French naval officer said long ago that experience proved "the sea to be always kinder to the largest ships." That quaint saying expresses an unquestionable truth; increase in dimensions of ships is, as a rule, accompanied by greater steadiness, better behaviour, and more uniform maintenance of speed in stormy weather. The benefits to be derived from enlarged size are, however, most sensible up to the point at which the dimensions of ships become great in proportion to the largest storm waves likely to be encountered. For the Transatlantic service we now possess the results of 50 years' continuous experience and observation, not merely of the behaviour of steamships of various types, but of the sizes of Atlantic waves and conditions of weather. Speaking broadly, it may be asserted that a point has already been reached where the dimensions of ships in proportion to the lengths and heights of the largest waves are such as to secure the power of maintaining practically uniform performance, and of securing steadiness and good behaviour in all weathers and conditions of the sea. An experienced commander of Transatlantic steamships, in a recent conversation with the writer, remarked that in the largest vessels now at work the decision whether or not to "carry-on" at full speed in very bad weather had to be based on the consideration of possible damage to superstructures, navigational appliances, and fittings of ships, and not upon the possibility of driving them through the heaviest seas with little loss of speed. This statement is undoubtedly correct; it is borne out by the remarkably uniform performances of the *Lusitania* and *Mauritania* over long periods and in all conditions of weather. Consequently, from the point of view of behaviour and the maintenance of uniform speed, no further considerable increase in size in Transatlantic steamships seems to be necessary. No doubt it is possible to provide more varied, extensive, and luxurious accommodation in larger ships, and some slight improvement in average behaviour may accompany increase in dimensions. Many passengers even now prefer to cross in slower but very comfortable intermediate steamships of large size and moderate engine power; their preference is likely to continue and may ensure satisfactory employment for the larger vessels now building or for still larger vessels. On the other hand, high speed and quick passages will always be sought for by many, if not most, persons to whom time is important.

With turbine propulsion it is possible to prevent any sensible vibration and to avoid discomforts such as are inevitably experienced in swift steamers driven by reciprocating engines.

Everyone who has taken passage in the *Lusitania* or *Mauritania* since their screw propellers have been changed will confirm this statement, and there can be no question as to the possibility of securing equally satisfactory conditions even if still faster and larger vessels should be required. In view of what has happened in the past, it is not possible to predict what will happen in future, but it seems certain that commercial considerations will predominate. —The Times.

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONSTHORNE'S
OLD VAT

SCOTCH WHISKY.

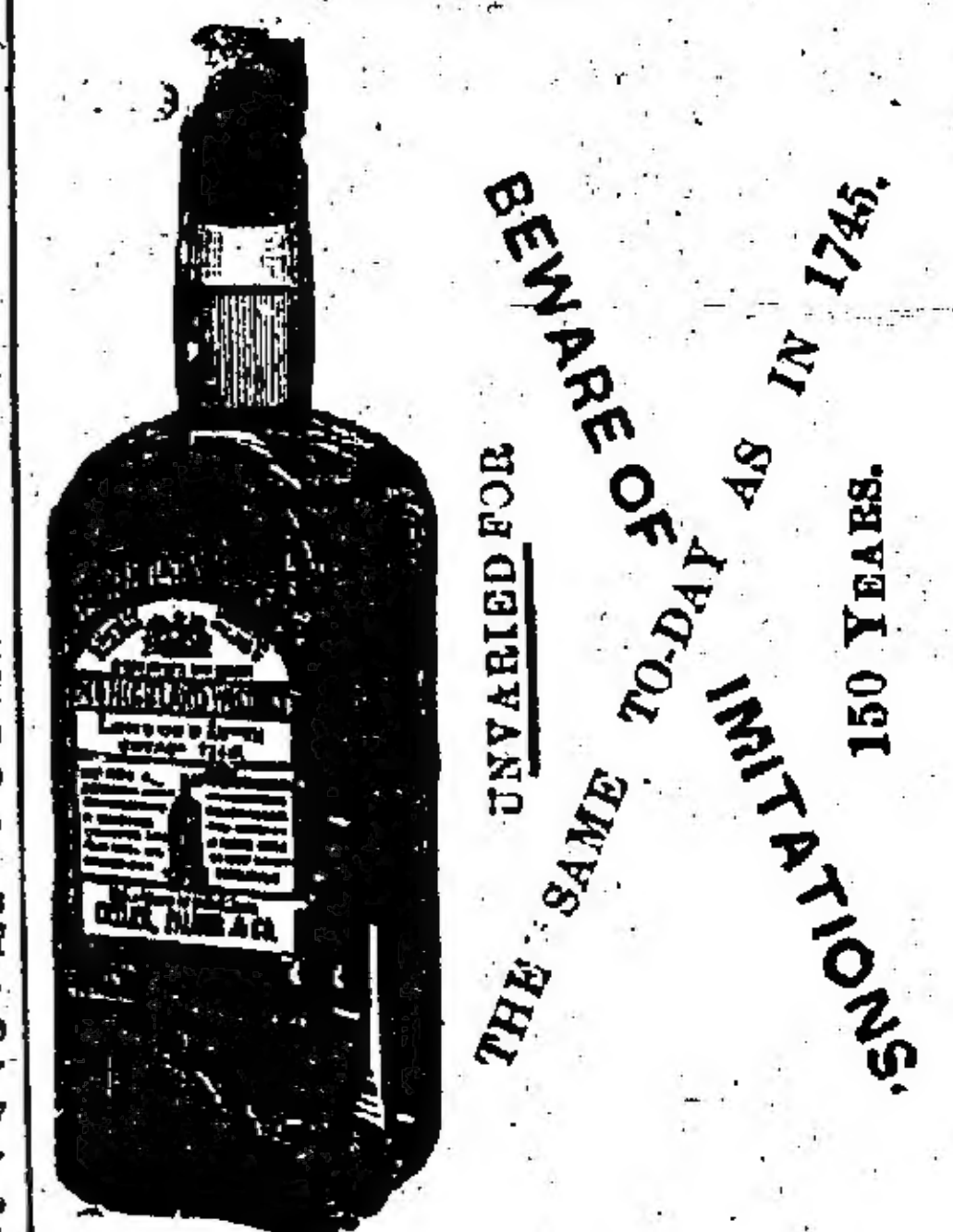
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co., Ltd.

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Don Quixote said "the proof of the pudding is the eating." The proof of the value of Mother Seigel's Syrup is in the personal experience of the hundreds of thousands of people whom it has cured of stomach and liver disorders. If you have no appetite, and cannot digest food, if you suffer from headaches, biliousness, constipation, anemia, or any kindred trouble, arising from a disordered state of the stomach or liver, Mother Seigel's Syrup will cure you. The herbal extracts of which it is made will restore your stomach and liver to working order, give perfect digestion, make food nourish you, and thus keep you in excellent health.

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SEIGEL'S SYRUP

Mrs. Huddleston, Eclipse Dining Rooms, near South Wigston Station, Leicester, says: "I had severe indigestion—pains in the chest after meals, and gradually it got round my heart, giving me there a most awful pain, which made me feel sick. I couldn't sleep. My appetite left me. I was so run down I couldn't work. After only one bottle of Mother Seigel's Syrup I was cured."

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"SQUARE BOTTLE"
WHISKY.SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

SHIPPING IN PORT.

STEAMERS.

ANGHIN, German str., 1,600, C. Kumpel, 18th Sept.—Bangkok 9th, Siam 17th Sept., Rice and Meal—Butterfield & Swire.
BUJAN MARU, Japanese str., 1,300, Y. Fusanoo, 14th Sept.—Shanghai and Swatow 10th Sept., General—Osaka Shosen Kaisha.
CARL DIEDERICHSEN, German str., 774, Chr. Sverdrup, 18th Sept.—Haiphong and Hoihow 17th Sept., General—Jensen & Co.
CHENAN, British str., 1,350, Lloyd Jones, 11th Sept.—Shanghai 8th Sept., General—Butterfield & Swire.
CHOISIN, German str., 1,021, Bruhn, 21st Sept.—Bangkok 14th Sept., Rice—Butterfield & Swire.
COWIE, British str., 3,055, J. Dallas, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asiatic Petroleum Co.
FOOSHING, British str., 1,423, T. Lishman, 15th Sept.—Java 8th Sept., Sugar—Jardine, Matheson & Co.
GLENFARO, British str., 2,055, W. L. Hartnell, 19th Sept.—Java via Labuan 13th Sept., Sugar—Shewan, Tomes & Co.
GREGORY ARCAL, British str., 2,961, S. H. Nelson, 19th Sept.—Singapore 14th Sept., General—David Sassoon & Co., Ltd.
HAIYANG, British str., 1,362, A. E. Hodgins, 21st Sept.—Poochow, Amoy and Swatow 20th Sept., General—Douglas, Lapraik & Co.
HELENE, German str., 771, H. Bendixen, 21st Sept.—Toursne 16th and Hoihow 20th Sept., General—Jensen & Co.
INVERESK, British str., 3,206, A. H. Smith, 16th Sept.—New York 30th July, General—Jardine, Matheson & Co.
JAPAN, British str., 3,806, A. Stewart, 20th Sept.—Mojji 16th Sept., General—David Sassoon & Co., Ltd.
JOSHIN MARU, Japanese str., 702, H. Murayama, 21st Sept.—Swatow 20th Sept., Tea and General—Osaka Shosen Kaisha.
KIANG PING, Chinese str., 1,222, H. Udden, 5th Sept.—Chinkiang 30th August, General—Tung Lee & Co.
KUNCHOOW, British str., 1,460, J. D. Martin, 27th August—Saigon 23rd Aug., General—Ying Sang & Co.
KWANGLER, Chinese str., 1,468, Lincoln, 21st Sept.—Shanghai 18th September, General—C. M. S. N. Co.
LAERTES, British str., 1,340, H. C. D. Frampton, 11th Sept.—Saigon 6th September, General—Wo Fat Sing.
LENNOX, British str., 2,361, D. Reid, 1st Sept.—Keelung 30th Aug., General—Dodwell & Co.
MANDARAN MARU, Japanese str., 3,246, Yamamoto, 21st Sept.—Mika 15th Sept., Coal—Mitsui Bussan Kaisha.
MANSHU MARU, Japanese str., 3,254, H. Hino, 20th Sept.—Mojji 12th September, Coal—Order.
MEYCOO, Chinese str., 1,339, Froberg, 9th Sept.—Shanghai 4th September, General—C. M. S. N. Co.
NO. 3 KEKON, Japanese str., 3,778, T. Takai, 17th Sept.—Mojji 11th Sept., Coal—Order.
PHEUMPEN, British str., 1,065, J. H. Scott, 20th Sept.—Saigon 16th Sept., Rice—Chinese.
PROMETHEUS, Norwegian str., 1,024, O. Kervoldsen, 15th Sept.—Manila 12th September, General—Angard, Thoresen & Co.
RUBI, British str., 1,618, R. Rodger, 19th September—Manila 17th Sept., General—Shewan, Tomes & Co.
SAMSEN, German str., 998, R. Peterson, 18th Sept.—Bangkok 11th Sept., General—Norddeutscher Lloyd.
SHIMOTONO MARU, Japanese str., 2,479, Atsumi, 15th Sept.—Wakamatsu 8th Sept., Coal—Osaka Shosen Kaisha.
SPIR, Norwegian str., 871, Salom, 14th Sept.—Quang Chow Wan 12th September, Salt—Angard, Thoresen & Co.
SUNGKANG, British str., 987, H. A. Hards, 15th September—Amoy 12th September, General—Butterfield & Swire.
SVERIGE, British str., 4,011, L. S. Cowley, 19th Sept.—Manila 17th September, Hemp—Dodwell & Co.
TENYO MARU, Japanese str., 7,265, W. C. T. S. Filmer, 14th Sept.—San Francisco via Ports 16th August, General—Toyo Kisen Kaisha.
TUNGCHING, British str., 1,173, Hassay, 20th Sept.—Wakamatsu 14th Sept., Coal—Jardine, Matheson & Co.
WUHU, British str., 1,227, A. Luckner, 4th September—Shanghai 31st Aug., General—Butterfield & Swire.
YUENSANG, British str., 1,128, P. H. Rolfe, 19th Sept.—Manila 16th Sept., General—Jardine, Matheson & Co.

SAILING VESSELS.

ARROW, British barque, 2,971, McIvor, 20th May—Amoy 8th April, Kerosene Oil—Standard Oil Co.
DEWELMAN, British 4-masted barque, 1,799, Swatt, 27th August—Nansao 30th July, Ballast—Standard Oil Co.



Sozodont

Everyone uses a toothwash or powder. Most are not satisfied and try one after another. And still the teeth are not as white and hygienically clean as they should be. Let them try SOZODONT. It does what is wanted and is the most pleasant dentifrice one can use—fragrant, smooth, and antiseptic. Ask your dentist to tell you how good "Sozodont" is. Sozodont is in three forms—powder, liquid, and paste: each equally effective. Try the powder first it meets the requirements of most people.

"PLASMON is the Best part of Nature's Best Food—MILK, and increases the food value enormously." —Lancet.

10 times more Nutritious than Ordinary Cocoa.

DELICIOUS. DIGESTIBLE.

Of all Chemists, Grocers and Stores.

Plasmon, Limited, London.

THE SEEKER AFTER HEALTH

Is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys should not delay a single day, but at once provide themselves with, and begin a course of,

these pills. They are a skilful combination of valuable vegetable extracts in precise proportions, and act naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

these pills.

Sold everywhere in boxes, price 9d., 1/11 & 2/6.

COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT HAS DONE FOR OTHERS IT WILL DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY From any leading Chemist.

MUSTARD & COMPANY. Wholesale Distributors for China and Hongkong. No. 22, Museum Road, Corner of Scotch Road, Shanghai.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|-----------------------------------------------------------------------------|----------|------------------|----------------------|
| SHANGHAI, MOJI, KOBE and YOKOHAMA | PALAWAN | About 24th Sept. | Freight and Passage. |
| SHANGHAI | ASSAYE | About 25th Sept. | Freight and Passage. |
| LONDON VIA USUAL PORTS | DELHI | Noon, 1st Oct. | See Special of Call. |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | SYRIA | About 5th Oct. | Freight and Passage. |

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 23rd September, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|------------------------------------------------------------------------------------------------|------------|-----------------------|
| SHANGHAI | "ANHUI" | On 25th Sept, D'light |
| TIENTSIN | "KUEICHOW" | On 25th Sept, D'light |
| MANILA | "TEAN" | On 27th Sept, 4 P.M. |
| MANILA, ZAMBOANGA, THUESDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "CHANGSHA" | On 30th Sept, 4 P.M. |
| CHEFOO & NEWCHWANG | "NANCHANG" | On 1st Oct., 4 P.M. |

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

Hongkong, 23rd September, 1910

TELEPHONE 36

BUTTERFIELD & SWIRE, AGENTS. 10

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SAWTOW, AMOY AND FOCHOW AND RETURN.

Occupying 9 to 10 Days.

| STEAMSHIPS | CAPTAIN | LEAVING. |
|------------|---------------------|---------------------------------|
| "HAIYANG" | Capt. A.E. Hodgins | FRIDAY, 23rd Sept., at 10 A.M. |
| "HAICHING" | Capt. W. C. Pasmore | TUESDAY, 27th Sept., at 10 A.M. |
| "HAITAN" | Capt. J. W. Evans | FRIDAY, 30th Sept., at 10 A.M. |

FOR SAWTOW AND RETURN.

(Occupying 3 Days).

| STEAMSHIPS | CAPTAIN | LEAVING. |
|------------|---------------------|-----------------------------------|
| "HAIMUN" | Capt. A. H. Stewart | SUNDAY, 25th Sept., at 11 A.M. |
| | | WEDNESDAY, 28th Sept., at 11 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the Month of September, a Special Reduction of 20 per cent. on Fares to Fochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 23rd September 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING |
|-----------------------------|--------------|------------------|
| COPENHAGEN | "RUBOMA" | On 1st October. |
| COPENHAGEN | "TRANQUEBAR" | On 20th October. |
| SHANGHAI, YOKOHAMA and KOBE | "SIAM" | On 6th December. |

For Further Particulars apply to

MELOHERS & Co.,
AGENTS.

Hongkong, 17th September, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| FOR | STEAMERS | TO SAIL |
|-------------------------------|-------------|------------------------------|
| MANILA | "YUENSANG" | Friday, 23rd Sept., 4 P.M. |
| SHANGHAI | "TUNGSHING" | Tuesday, 27th Sept., Noon. |
| SHANGHAI | "WOBANG" | Wednesday, 28th Sept., Noon. |
| TIENTSIN | "CHIPSING" | Thursday, 29th Sept., Noon. |
| MANILA | "LOONGSANG" | Friday, 30th Sept., 4 P.M. |
| SHANGHAI, KOBE & MOJI | "KITSANG" | Tuesday, 4th Oct., Noon. |
| SIN GAPORE, PENANG & CALCUTTA | "NAMSANG" | Saturday 8th Oct., Noon. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KITSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

Hongkong, 23rd September, 1910.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

| OUTWARD. | HOMEWARD. |
|---------------------------------|----------------------------------|
| FOR SHANGHAI, KOBE & YOKOHAMA: | FOR MARSEILLES, HAVRE & HAMBURG: |
| S.S. C. FERD. LAEISZ 25th Sept. | S.S. AMBRIA ... 4th Oct. |
| S.S. ARMENIA ... 6th Oct. | FOR HAVRE, HAMBURG & ANTWERP: |
| S.S. SENEGAMBIA ... 21st Oct. | S.S. BADENIA ... 6th Oct. |
| S.S. SUEVIA ... 4th Nov. | FOR HAVRE & HAMBURG: |
| S.S. WESTPHALIA ... 17th Nov. | S.S. ALESIA ... 13th Oct. |
| S.S. ARABIA ... 1st Dec. | FOR MARSEILLES, HAVRE & HAMBURG: |
| S.S. SCANDIA ... 14th Dec. | S.S. C. FERD. LAEISZ 23rd Oct. |
| S.S. BELGAVIA ... 16th Dec. | FOR ROTTERDAM, HAVRE & ANTWERP: |
| S.S. SLAVONIA ... 30th Dec. | S.S. BELGAVIA ... 2nd Nov. |
| | FOR HAVRE & HAMBURG: |
| | S.S. ARMENIA ... 6th Nov. |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 19th September 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

1910.

S.S. BUYO MARU ... 10,500 tons gross ... Sail Oct. 22nd, at Noon.

S.S. HONGKONG MARU ... 11,000 " " " " Dec. 21st, at Noon.

S.S. KIYO MARU ... 17,200 " " " " About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.
403

Hongkong, 1st September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| DESTINATIONS. | STEAMERS. | TONS. | SAILING DATES. |
|-------------------------------------------------------------------------------|------------------------------------|-------|----------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | KITANO MARU Capt. F. E. Cape | 9,000 | WED'DAY, 28th Sept., at Daylight |
| | IYO MARU Capt. R. Takeda | 7,000 | WED'DAY, 12th Oct., at Daylight |
| | HIRANO MARU Capt. H. Fraser | 9,000 | WED'DAY, 26th Oct., at Daylight |
| VICTORIA B.C. & SEATTLE | KAMAKURA MARU Capt. J. Nago | 7,000 | SATURDAY, 8th Oct., from Kobe. |
| VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKO-HAMA | INABA MARU Capt. K. Kawara | 7,000 | TUESDAY, 11th Oct., at Noon. |
| | TAMBA MARU Capt. K. Sato | 7,000 | TUESDAY, 8th Nov., at Noon. |
| SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | YAWATA MARU Capt. T. Sekino | 5,000 | FRIDAY, 30th Sept., at Noon. |
| | NIKKO MARU Capt. M. Yagi | 6,000 | FRIDAY, 28th Oct., at Noon. |
| SINGAPORE, COLOMBO and BOMBAY | TOSA MARU Capt. Y. Nomura | 6,000 | SATURDAY, 24th September. |
| NAGASAKI, KOBE and YOKOHAMA | NIKKO MARU Capt. M. Yagi | 6,000 | WED'DAY, 28th Sept., at Noon. |
| SHANGHAI, MOJI and KOBE | BOMBAY MARU Capt. Teramata | 5,000 | THURSDAY, 29th September. |
| KOBE and YOKOHAMA | TANGO MARU Capt. A. Christensen | 8,000 | THURSDAY, 29th Sept., at 5 P.M. |

= Calling at Saigon.

Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

| CLASS | \$120 | \$110 | \$100 | \$90 |
|-------|-------|-------|-------|------|
| | \$80 | \$70 | \$60 | \$50 |

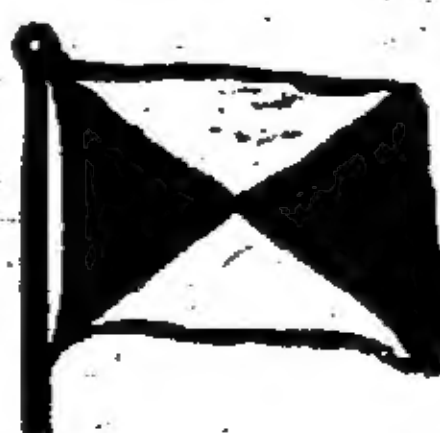
With Optica of rail between Calling Ports in Japan.

Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO,
MANAGER. [13-125]

Hongkong, 7th September, 1910.



CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN | FOR | SAILING DATE. |
|-----------|-------|-----------|--------|---------------------|
| RUEI | 2540 | R. Rodger | Manila | On 24th Sept. Noon. |
| ZAFIRO | 2540 | A. Fraser | Manila | On 1st Oct. Noon. |

For Freight or Passage apply to

SHEWAN, TOMES & Co.
General Managers.

Hongkong, 5th September, 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|------------|-------|----------------------|----------------|----------------------|
| TJILATJAP. | JAPAN | Second half of Sept. | JAVA | Second half of Sept. |
| TJIMAH | JAVA | Second half of Sept. | JAPAN | Second half of Sept. |
| TJILIWONG | JAPAN | First half of Oct. | JAVA | First half of Oct. |
| TJIKINI | JAVA | First half of Oct. | SHANGHAI | First half of Oct. |
| TJIPANAS | JAVA | Second half of Oct. | JAPAN | Second half of Oct. |
| TJIBODAS | JAVA | Second half of Oct. | SHANGHAI | Second half of Oct. |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Telephone No. 375.

Hongkong, 17th September, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR | STEAMERS | Tonn (Gross reg.) | LEAVES. |
|-----------------------------------------------------|----------------------------------|-------------------|-----------------------------|
| VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA | "SEATTLE MARU" Capt. T. Saito | 6,182 | WED'DAY, 5th Oct., at Noon. |
| | "CHICAGO MARU" Capt. I. Goto | 6,182 | WED'DAY, 2nd Nov., at Noon. |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES. |
|------------------------------------|------------------------------------|-------------------------------|
| TAMSIU via SWATOW, & AMOY | "JOSHIN MARU" Capt. H. MURAYAMA | SUNDAY, 25th Sept., at 8 A.M. |
| ANPING via SWATOW & AMOY | "SOSHU MARU" Capt. Y. YAMAMOTO | WED'DAY, 28th Sept., at Noon. |
| SHANGHAI via SWATOW, AMOY & FOCHOW | "BUJUN MARU" Capt. Y. FUSENO | THURSDAY, 6th Oct., at Noon. |

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Fochow during the month of September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

| 1st CLASS. | 2nd CLASS. | 3rd CLASS. |
|------------|------------|------------|
| \$73.00 | \$55.00 | \$27.00. |

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabin AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &C.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.

Japan Office:
32, WATER STREET
YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

Depot: 55 & 57, DES VŒUX ROAD.

[537]

D. SCHOLTE & CO.,
AMSTERDAM.
DUTCH PIECE GOODS: SHIRTINGS,
SPANISH STRIPES, DRILLS,
CASHMERE, ETC., AND ALL SUNDRIES.
 FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
 REPRESENTATIVE FOR CHINA:
HUGO C. A. FROMM,
 HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-3]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
 Route to EUROPE.

The Korea, with the American mail, left Manila on Thursday, the 22nd instant, and may be
 expected here to-morrow, at about 10 a.m.
 The Chenan, with the Siberian mail, is due to arrive Hongkong on Sunday, the 25th instant.
 The Oceania, with the French mail of the 26th ultimo, leaves Saigon on Friday, the 23rd
 instant, at 4 p.m., and may be expected here on or about Monday, the 25th instant.

| FOR | PER | DATE |
|-----------------------------|-------------------|----------------------------|
| Swatow, Amoy and Poochow | Haiyang | Friday, 23rd, 9.00 A.M. |
| Shanghai, Kobe and Moji | G. Apcer | Friday, 23rd, 11.00 A.M. |
| Macao | Sui Tai | Friday, 23rd, 1.15 P.M. |
| Manila | Yuenan | Friday, 23rd, 3.00 P.M. |
| Hoihow, Pakhoi and Haiphong | Carl Diederichsen | Friday, 23rd, 5.00 P.M. |
| Hoihow | Helene | Friday, 23rd, 5.00 P.M. |
| Manila | Rubi | Saturday, 24th, 10.00 A.M. |
| Saigon | Laertes | Saturday, 24th, 10.00 A.M. |

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,
 HONOLULU & SAN FRANCISCO
 SIBERIAN MAIL TO EUROPE

| | |
|-------------|-----|
| Tenyo Maru | ... |
| Sui Tai | ... |
| Kueichow | ... |
| Joshin Maru | ... |

Shanghai
 SIBERIAN MAIL TO EUROPE

| | |
|-----------|-----|
| Anhui | ... |
| Haiman | ... |
| Haichang | ... |
| Suovic | ... |
| Tungshing | ... |
| Japan | ... |

EUROPE, &c., INDIA VIA TATTOORIN
 (Late Letters 11.00 A.M. to NOON. Extra
 Postage 10 cents.)
 Letters posted in all the Pillar Boxes in
 time for the first clearance will be
 included in this contract mail.

| | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----|
| Batavia, Cheribon, Samarang and Sourabaya | Tjilatjap | ... |
| Manila | Teon | ... |
| Singapore, Penang and Colombo | Kitano Maru | ... |
| Swatow | Haiman | ... |
| Nagasaki, Kobe and Yokohama | Nikko Maru | ... |
| Shanghai | Wosung | ... |
| Singapore, Penang and Calcutta | Vorwarts | ... |
| Shanghai | Chipsing | ... |
| Kobe and Yokohama | Tango Maru | ... |
| Swatow, Amoy and Poochow | Haitan | ... |
| Manila, Thursday 1st, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle | Yawata Maru | ... |
| Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Bris- bane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle | Loonquang | ... |
| Manila, Thursday 1st, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle | Changsha | ... |

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,
 SHIMIZU, YOKOHAMA, HONOLULU, AND
 SAN FRANCISCO
 SIBERIAN MAIL TO EUROPE

| | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----|----------------------------------------------------------|
| EUROPE, &c., India via Tattocorin | ... | ... | B.O. ... 9.00 A M |
| (Late Letters 11.00 to NOON Extra Postage 10 cents.) | ... | ... | No late fee. ... 10.00 A M |
| (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) | ... | ... | Letters ... 10.00 A M |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) | ... | ... | Saturday, 1st, ... 10.00 A M |
| The Parcel mail will be closed on Friday, the 30th inst., at 5 P.M. | ... | ... | Printed Matter, and Samples ... 10.00 A M |
| Chetoo and Newchwang | ... | ... | Registration ... 10.00 A M |
| Shanghai, Kobe and Moji | ... | ... | (Registration with late fee of 10 cents up to 10.45 A M) |
| Manila, Aupaur, Yap, Friedrich Wilhelmshafen, Rabaul, Simpsonhafen, Herbertshohe, Matsui, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle | Delhi | ... | Registration Kowloon B.O. ... 10.00 A M |
| | Nanchang | ... | No late fee |
| | Kutsang | ... | Letters ... 11.00 A M |
| | Coblens | ... | Saturday, 1st, 3.00 P M |
| | | ... | Tuesday, 7th, 11.00 A M |
| | | ... | Friday, 7th, 5.00 P M |

TELEGRAPHIC ADDRESS: MARINEWORK
 TELEPHONE: Office 358, Works 354.

WILLIAM C. JACK & CO., LTD.,

ELECTRICAL AND MECHANICAL ENGINEERS.

14, DES VŒUX ROAD CENTRAL, HONGKONG.

LIGHT

DRAFT

VESSELS



"If a man can write a better book, preach a better sermon, or
 make a better mousetrap than his neighbour, though he build his house
 in the woods, the world will make a beaten path to his door."—BENJAMIN FRANKLIN

OUR LINES ARE

"OSRAM" LAMPS. "PETER" ENGINES. "ALLEN" PUMPS.
 "HALL'S" DISTEMPER. "ATLAS" METALS AND SOUND MECHANICAL
 AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

COMMERCIAL.
EXCHANGE
CLOSING QUOTATIONS.

September 22nd.

| | | |
|---------------------------------------|----------|---|
| ON LONDON :— | | |
| Telegraphic Transfer | 1/9 | |
| Bank Bills, on demand | 1/9 1/2 | |
| Bank Bills, at 30 days' sight | 1/9 1/2 | |
| Bank Bills, at 4 months' sight | 1/9 1/2 | |
| Credit, at 4 months' sight | 1/10 1/2 | |
| Documentary Bills, at 4 months' sight | 1/10 1/2 | |
| ON PARIS :— | | |
| Bank Bills, on demand | 228 | |
| Credit, at 4 months' sight | 232 | |
| ON GERMANY :— | | |
| On demand | 184 1/2 | |
| ON NEW YORK :— | | |
| Bank Bills, on demand | 44 | |
| Credit, at 60 days' sight | 45 | |
| ON BOMBAY :— | | |
| Telegraphic Transfer | 134 1/2 | |
| Bank, on demand | 135 | |
| ON CALCUTTA :— | | |
| Telegraphic Transfer | 134 1/2 | |
| Bank, on demand | 135 | |
| ON SHANGHAI :— | | |
| Bank, at sight | 74 1/2 | |
| Private, 30 days' sight | 75 | |
| ON YOKOHAMA :— | | |
| On demand | 86 1/2 | |
| ON MANILA :— | | |
| On demand—Pesos— | 88 1/2 | |
| ON SINGAPORE :— | | |
| On demand | 76 1/2 | |
| ON BATAVIA :— | | |
| On demand | 108 1/2 | |
| ON HAIPHONG :— | | |
| On demand | 1 1/2 | % |
| ON SAIGON :— | | |
| On demand | 86 | % |
| ON BANGKOK :— | | |
| On demand | 86 | % |
| Silver, Bank's Buying Rate | \$11.05 | |
| GOLD LEAF, 100 fine, per tola | \$58 | |
| BAR SILVER, per oz. | 242 | |

SUBSIDIARY COINS.

| | | |
|----------|-----------------|------------------|
| Chinese | 20 cents pieces | \$4.79 discount. |
| Chinese | 10 | \$5.13 |
| Hongkong | 20 | \$4.82 |
| Hongkong | 10 | \$5.00 |

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 22ND, 1910.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | CLOSING QUOTA- TIONS CASE. |
|-----------------------------------------------------------|-------------------|----------|----------------|-------------------------------|
| BANKS. | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$930, sellers |
| National Bank of China, Limited | 99,925 | \$7 | \$6 | \$187, 10/ |
| Bank of Communications, Limited | 8,604 | \$12 1/2 | \$12 1/2 | \$8, sellers |
| China Borneo Company, Limited | 60,000 | \$12 | \$12 | \$91, buyers |
| China Light and Power Company, Limited | 50,000 | \$10 | \$10 | \$140, sellers |
| China Provident Loan & Mortgage Co., Ltd. | 50,000 | \$1 | \$1 | \$1, buyers |
| COTTON MILLS. | | | | |
| Ewo Cotton Spinning & Weaving Co., Ltd. | 20,000 | Tls. 50 | Tls. 50 | Tls. 110. |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | Tls. 10 | Tls. 10 | \$41, sellers |
| International Cotton Manufacturing Co., Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 55. |
| Loon-Kang-Mow Co. Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | Tls. 55. |
| Soy Chee Cotton Spinning Co., Limited | 2,000 | Tls. 500 | Tls. 500 | Tls. 240. |
| DAIRY FARM COMPANY, LIMITED | 40,000 | \$7 1/2 | \$6 | \$19. |
| DOCK AND WHARVES. | | | | |
| H'kong & Kowloon Wharf & G. Co., Ltd. | 60,000 | \$50 | all | \$54, buyers |
| Hongkong & Whampoa Dock Co., Ltd. | 50,000 | \$50 | all | \$50. |
| New Amoy Dock Co., Limited | 10,000 | \$62 | \$62 | \$9, sellers |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | Tls. 100 | Tls. 76. |
| Shanghai and Hongkong Wharf Co., Ltd. | 36,000 | Tls. 100 | Tls. 100 | Tls. 116. |
| FENWICK & CO., LIMITED | 18,000 | \$25 | \$25 | \$9, sellers |
| GREEN ISLAND CEMENT CO., LIMITED | 400,000 | \$10 | \$10 | \$470, x. div. |
| HONGKONG AND CHINA GAS CO., LIMITED | 7,000 | \$10 | all | \$205. |
| HONGKONG ELECTRIC CO., LIMITED | 60,000 | \$10 | all | \$21. |
| HONGKONG HOTEL COMPANY, LIMITED | 12,000 | \$50 | \$50 | \$100, x. div. |
| HONGKONG ICE COMPANY, LIMITED | 8,000 | \$25 | \$25 | \$75, x. div. |
| HONGKONG ROPE MANUFACTURING CO., LIMITED | 5,000 | \$25 | all | \$135. |
| H'KONG & SOUTH CHINA STEAM FISHERIES CO., LTD. | 60,000 | \$10 | all | \$21, sellers |
| INSURANCES. | | | | |
| Canton Insurance Office Co., Limited | 15,000 | \$250 | \$50 | \$190, buyers |
| China Fire Insurance Co., Limited | 20,000 | \$100 | \$20 | \$115, sellers |
| China Marine Insurance Co., Limited | 24,000 | \$33.33 | \$25 | \$274. |
| Hongkong Fire Insurance Co., Limited | 8,000 | \$250 | \$50 | \$355, buyers |
| North-China Insurance Co., Limited | 10,000 | \$15 | \$5 | Tls. 115. |
| Union Insurance Society, Limited | 12,400 | \$250 | \$100 | \$320, sellers |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$60 | \$200. |
| LANDS AND BUILDINGS. | | | | |
| Hongkong Land Investment Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$101, sal. & buy. |
| Humphreys' Estate and Finance Co., Ltd. | 150,000 | \$50 | all | \$74, sellers |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$10 | \$50 | \$34, sal. & buy. |
| Shanghai Land Investment Co., Limited | 78,000 | Tls. 60 | Tls. 50 | Tls. 112. |
| West Point Building Co., Limited | 12,500 | \$50 | \$50 | \$39. |
| MINING. | | | | |
| Société Française des Charbonnages du Tonkin | 16,000 | Fcs. 250 | all | \$720. |
| Rand Australian Gold Mining Co., Ltd. | 200,000 | \$1 | \$1 | \$74, sellers |
| PEAK TRAMWAYS CO., LIMITED | 25,000 | \$10 | all | \$13, sellers |
| PHILIPPINE CO., LIMITED | 50,000 | \$10 | \$10 | \$14, sellers |
| RAFFLES TRADING CO., LIMITED | 75,000 | \$10 | \$10 | \$14, sellers |
| CHINA SUGAR REFINING CO., LIMITED | 20,000 | \$100 | all | \$1524, sellers |
| LUZON SUGAR REFINING CO., LIMITED | 7,000 | \$100 | all | \$25, sellers |
| ROBINSON PIANO CO., LIMITED | 4,000 | \$50 | \$50 | \$50, sellers |
| STEAMSHIP COMPANIES. | | | | |
| China Navigation Company, Ltd. | 30,000 | \$25 | \$25 | \$10, sellers |
| Douglas Steamship Co., Limited | 20,000 | \$50 | all | \$24, sellers |
| Hongkong, Canton & Macao S.B. Co., Ltd. | 8,000 | \$15 | \$15 | \$32. |
| Indo-China Steam Navigation Co., Ltd. | 60,000 pref. | \$5 | all | \$9, sal. (L'don |
| Shell Transport & Trading Co., Limited | 60,000 def. | \$1 | \$1 | \$4/- |
| Star Ferry Company, Limited | 10,000 | \$10 | \$10 | \$24, sellers |
| SOUTH CHINA MORNING POST, LIMITED | 6,000 | \$25 | \$25 | \$25, sellers |
| STEAM LAUNDRY COMPANY, LIMITED | 20,000 | \$5 | \$5 | \$54. |
| STROMS AND DISPENSARIES. | | | | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | all | \$10. |
| Wm. Powell, Limited | 15,000 | \$7 | \$7 | \$14, buyers |
| Watkins, Limited | 10,000 | \$10 | \$10 | \$3, sellers |
| A. S. Watson & Co., Limited | 90,000 | \$10 | \$10 | \$64, buyers |
| Weismann, Limited | 3,000 | \$10 | \$10 | \$12, buyers |
| UNITED ASBESTOS ORIENTAL AGENCY, LIMITED | 9,900 ordy. | \$10 | \$4 | \$114, sellers |
| UNION WATERBOAT CO., LIMITED | 100 fms. | \$10 | \$10 | \$304. |
| RUBBERS. | | | | |
| Anglo-Malay | 750,000 | 2/- | all | 4/6 |
| Balagowrie | 1,500,000 | 2/- | all | 2/6 |
| Bata Tigris | 151,200 | \$1 | all | \$12 (Str.) |
| Bukit Kajang | 70,000 | \$1 | all | 95/- |
| Castelfields, fully paid | 60,000 | \$1 | all | 63/6 |
| Cheviote | 30,000 | \$1 | all | 110/- |
| Eastern and International | 70,000 | \$1 | all | 13/6 prem. |
| Highlands and Lowlands | 250,000 | \$1 | all | 105/- |
| Kamunings | 307,143 | \$1 | all | 5/6 prem. |
| Kuala Lumpur | 1,825,000 | 2/- | all | — |
| Labas | 180,000 | \$1 | all | — |
| Lebury's | 100,000 | \$1 | all | 72/6 |
| Linggis | 100,000 | \$1 | all | 53/- |
| London Asiatics | 900,000 | 2/- | all | 12/- |
| London Ventures | 1,266,000 | 2/- | all | 6/6 |
| Merlemans | 1,750,000 | 2/- | all | 7/- |
| Pegohs | 45,000 | \$10 | all | \$28 (Str.) |
| Sandycrofts | 50,000 | \$2 | all | \$31, x. div. (Str.) |
| Sapongs | 100,000 | \$1 | all | 24/- |
| Shelfords | 65,000 | \$1 | all | 72/6 |
| Singapore and Johore | 125,000 | \$2 | all | \$14 (Str.) |
| Sumatra Parus | 995,000 | 2/- | all | 11 3 |
| Sungei-Kapers | 90,000 | 2/- | all | 105/- |
| United Serdangs | 170,000 | \$1 | all | — |
| LOANS. | | | | |
| Chinese Imperial 1886 | Tls. 767,200 | Tls. 250 | 7 1/2 p. annum | Par. |

The Cigarettes of Distinction

Bouton Rouge

Felucca



A LUXURY TO
 THE MAN
 OF TASTE

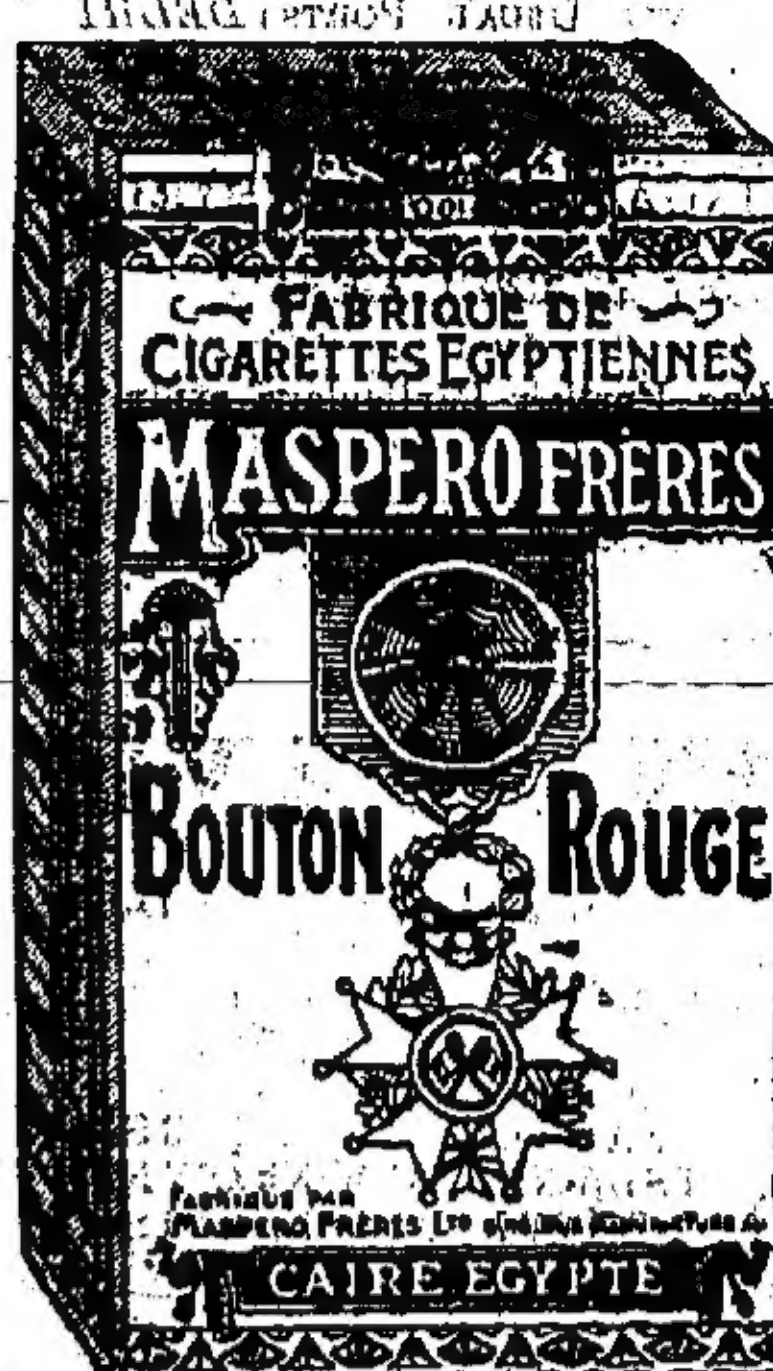
IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



The Ravages of the White Ant, Decay,
 Fungus, Dry Rot, etc., destroy property to
 the value of many Thousands of Dollars yearly
 in Hongkong.

The only sure and reliable protection is

"SOLIGNUM"

the only Preservative which is guaranteed to
 do what is claimed for it—that is, to preserve
 Wood, Stone, Brickwork, etc., and to protect
 against Decay, Fungus, Dry Rot and the
 Ravages of Insects and Vermin, including
 that deadly timber-destroyer, the WHITE
 ANT.

It adds years to the life of Wood. Among
 its many and varied other uses may be
 mentioned the extermination of the Rat,
 Cockroaches, Beetles and all kinds of Pests.

Specially approved for General use by
 H. M. War Department in Hongkong.

Can be applied in many shades of colour to
 Wood, Stone or Brickwork. In 5 and 10 Gallon
 Drums, and 40 Gallon Barrels.

For Prospectus, Samples and Price Lists apply—

SIEMSEN & Co.,
Machinery Dept.

Hongkong.

| TODAY | | Saturday, 8th Oct.—Fourteenth Ordinary | |
|----------------------------------------------|--|---------------------------------------------|--|
| 5 P.M.—Annual Aquatic Sports of Victoria | | Yearly Meeting of The Dairy Farm Co., | |
| Recreation Club. | | Ltd, 12.30 P.M. | |
| 9 P.M.—Warwick Major's Comedy Co., at | | THEATRE ROYAL.—"The New Boy." | |
| FORTHCOMING EVENTS. | | OPIUM. | |
| Saturday, 24th Sept.—Ordinary Annual Meeting | | September 22nd. | |
| of Hongkong Cotton Spinning Weaving & | | Quotations are— | |
| Dyeing Co., Ltd, 11.15 A.M. | | Malwa New | |
| Saturday, 24th Sept.—Ordinary General Meet- | | Malwa Old | |
| ing of Douglas Steamship Co., Ltd., Noon. | | Malwa Olden | |
| Monday, 26th Sept.—Annual General Meeting | | Malwa V. Old | |
| of Hongkong St. Andrew's Society, at City | | Persian fine quality | |
| Hall, 5.30 P.M. | | Persian extra fine | |
| Monday, 26th Sept.—Annual General Meeting | | Patna New | |
| of Hongkong Cricket League, 5.30 P.M. | | Patna Old | |
| Tuesday, 27th Sept.—Annual General Meeting | | Benares New | |
| of Kowloon Cricket Club, 5.15 P.M. | | Benares Old | |
| Wednesday, 28th Sept.—Annual General | | Germania, 6 P.M. | |
| Meeting of Hongkong Football Club, at | | Friday, 30th Sept.—Sixth Annual General | |
| Jardine, Matheson & Co., 5.30 P.M. | | Meeting of The Royal Hongkong Yacht | |
| Thursday, 29th Sept.—60 Debentures of Club | | Club, at Union Insurance Society of Canton, | |
| Germania, 6 P.M. | | 5.15 P.M. | |
| Friday, 30th Sept.—Half-Yearly Meeting of | | Saturday, 1st Oct.—Half-Yearly Meeting of | |
| Hongkong Jockey Club, Noon. | | Hongkong Jockey Club, Noon. | |
| Wednesday, 6th Oct.—"Nicola" at Theatre | | Royal, 9 P.M. | |

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 104, Des Vœux
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